SOUTHERN PACIFIC COMPANY
(PACIFIC LINES)

191

TIME TABLE
FOR THE
WESTERN DIVISION

To Take Effect Sunday, April 4, 1926, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only, and not intended for the use of the public.

J. H. DYER,
General Manager.

F. L. BURCKHALTER,
First Assistant General Manager.

R. L. RUBY,
Superintendent of Transportation.

T. AHERN,
Assistant General Manager

T. F. ROWLANDS,
Superintendent.

EASTWARD

FIRST CLASS

Time Table No. 191

April 4, 1926

Capacity of sidings in car lengths	6	26	130	48	20	50	46	22	2	8	30	84	42	18	36	28	124	86	54	Distance from San Francisco.	STATIONS
	Nevada Express	Owl	San Francisco Martines Passenger	El Dorado	Pacific Limited	San Francisco Fresno Passenger	San Francisco Sacramento Passenger	St. Louis Express	San Francisco Overland Limited	San Francisco Los Angeles Passenger	San Francisco Sacramento Passenger	San Francisco Fresno Passenger	San Francisco Calistoga, San Ramon Passenger	San Francisco Sacramento Passenger	San Francisco Stockton Passenger	San Francisco Sacramento Passenger	San Francisco Avon Passenger	San Francisco Los Angeles Express	Oregonian		
	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily		
	6.20PM	6.00PM	5.20PM	5.00PM	4.00PM	3.40PM	2.40PM	1.00PM	11.00AM	10.40AM	10.00AM	8.40AM	8.00AM	7.40AM	6.40AM	6.00AM	6.00AM	11.40PM	11.40PM	0.0	SAN FRANCISCO 3.5 Oakland Ferry
	6.38	6.18	5.38	5.18	4.18	3.58	2.58	1.18	11.18	10.58	10.18	8.58	8.18	7.58	6.58	6.18	6.18	11.58PM	11.58PM	3.5	OAKLAND PIER
BKWI P	6.50PM	6.25PM	5.45PM	5.25PM	4.27PM	4.05PM	3.05PM	1.30PM	11.30AM	11.07AM	10.25AM	9.05AM	8.27AM	8.05AM	7.02AM	6.27AM	6.25AM	12.15AM	12.13AM	3.5	TO-R OAKLAND PIER 1.4
Yard BKWFITY P																				4.9	TO-R WEST OAKLAND 0.6
P Interchange	s 6.58	s 6.33	s 5.52	s 5.31	s 4.34	s 4.12	s 3.12	s 1.38	s 11.38	s 11.14	s 10.30	s 9.11	s 8.35	s 8.11	s 7.08	s 6.33	s 6.30	s 12.23	s 12.21	5.5	OAKLAND (16th Street 1.1
P																				6.6	EMERYVILLE 0.4
IP																				7.0	SHELLMOUND 0.2
																				7.2	SEDAN 0.2
																				7.4	PARAFFIN 0.4
55 West P																				7.8	STOCK YARDS 1.4
P	s 7.06	s 6.42	s 5.59	s 5.38	s 4.42	s 4.22	s 3.19	s 1.46	s 11.46	s 11.22	s 10.38	s 9.18	s 8.43	s 8.19	s 7.16	s 6.42	s 6.38	s 12.32	f 12.29	9.2	BERKELEY (University Ave.) 1.0
																				10.2	CORBIN 0.5
			f				f									f				10.7	FLEMING 0.5
																				11.2	NOBEL 0.4
			f				f													11.6	VIGORIT 1.5
87 East P			f				f									f				13.1	STEGE 1.9
P	s 7.16	6.50	s 6.07	s 5.45	4.49	s 4.33	s 3.30	1.55	11.55AM	s 11.32	s 10.48	s 9.25	s 8.51	s 8.27	s 7.25	s 6.51	s 6.47	s 12.42	12.38	15.0	RICHMOND 1.6
148 East W P Interchange			f 6.10				s 3.34						f 8.55			s 6.54	6.50			16.6	SAN PABLO 2.3
P			f				s						f		s					18.9	GIANT 0.9
48 East 52 West P			f													f				19.8	SOBRANTE 1.7
			f																	21.5	KRIEGER 1.5
74 West P	7.27	7.02	s 6.20	5.56	5.01	s 4.43	s 3.46	2.07	12.07PM	11.45	11.00	9.36	f 9.06	8.37	7.38	s 7.05	s 6.59	f 12.55	12.50	23.0	PINOLE 0.8
45 East P							f								s		s			23.8	HERCULES 1.7
P			s 6.24			s	s 3.52								s	s	s			25.5	RODEO 0.9
69 East P			s			f	s				f				s	s		f		26.4	OLEUM 0.7
43 East W			f			f									f					27.1	TORMEY 0.4
46 West P			s				s						s		s	s	s			27.5	SELBY 0.5
55 West P	7.37	7.12	s 6.33	6.05	5.11	s 5.00	s 4.04	s 2.17	12.17	s 11.57AM	11.12	9.45	s 9.20	8.47	s 7.50	s 7.20	s 7.10	1.05	1.00	28.0	VALLEJO JCT. 1.0
210 West P	s		s 6.36			s 5.09	s			s	s 11.15		s 9.22		s 7.55	s	s 7.14	s 1.10		29.0	CROCKETT 1.1
62 West P			f										f		f		f			30.1	ECKLEY 1.0
Yard BKWFIT P	s 7.45PM	s 7.20PM	s 6.43PM	s 6.12PM	s 5.20PM	s 5.13PM	s 4.15PM	s 2.25PM	s 12.25PM	s 12.07PM	s 11.20AM	s 9.52AM	s 9.27AM	s 8.55AM	s 8.02AM	s 7.30AM	s 7.25AM	s 1.15AM	s 1.08AM	31.1	TO-R PORT COSTA 1.3 Benicia Ferry
	8.20PM			6.35PM	5.55PM		4.35PM	3.00PM	1.00PM		11.45AM			9.15AM		8.00AM			1.43AM	32.4	BENICIA
	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily		(27.6)
	(0.55)	(0.55)	(0.58)	(0.47)	(0.53)	(1.08)	(1.10)	0.55	(0.55)	(1.00)	(0.55)	(0.47)	(1.00)	(0.50)	(1.00)	(1.03)	(1.00)	(1.00)	(0.55)		Time over District
	30.11	30.11	28.55	35.23	31.25	24.35	23.65	(30.11)	30.11	27.60	30.11	35.23	27.60	33.12	27.60	26.28	27.60	27.60	30.11		Average speed per hour

Block Signals

Double Track

Block Signals

See pages 3, 4 and 5 for additional trains between Oakland Pier, West Oakland and Port Costa.
Track No. 1 between San Pablo and Shellmound Tower not protected by block signals.

ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS

Train	At	For Passengers Destined to or Beyond
2	Any Station	Cheyenne
20	Any Station	Ogden
22	Any Station	Ogden
22	Richmond for passengers destined Reno.	
22	Reduce speed at Richmond to dispatch mail.	
26	Richmond	Fresno

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	To	For Passengers To or From
28	Certain-teed Pro. Co.	Receive or Discharge	Any Station
42	Certain-teed Pro. Co.	Discharge	Any Station

ADDITIONAL REGULAR STOPS

Train	At	Frequency
42	Oleum	Sunday only

Time Table No. 191

April 4, 1926

WESTWARD

FIRST CLASS

Block Signals

Double Track

STATIONS	Distance from Port Costa	13	✓ 87	5	19	✓ 123	✓ 25	53	9	✓ 81	21	47	11	45	✓ 83	1	29	23	✓ 43	17	✓ 7
		San Francisco Express	Los Angeles San Francisco Express	Nevada Express	Pacific Limited	Martinez San Francisco Passenger	Owl	Oregonian	Fast Mail	Avon, Napa, San Francisco Passenger	St. Louis Express	El Dorado	Shasta	Sacramento San Francisco Passenger	Fresno San Francisco Passenger	San Francisco Overland Limited	Sacramento San Francisco Passenger	Sacramento San Francisco Passenger	Vallejo San Francisco Passenger	Sacramento Special	Tehachapi
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
SAN FRANCISCO Oakland Ferry	31.1	7.50AM	8.10AM	8.10AM	8.30AM	8.30AM	8.50AM	9.10AM	9.30AM	10.10AM	10.30AM	11.10AM	11.30AM	12.10PM	1.50PM	2.10PM	3.50PM	5.30PM	6.10PM	6.10PM	6.50PM
3 5																					
OAKLAND PIER	27.6	7.32	7.52	7.52	8.12	8.12	8.32	8.52	9.12	9.52	10.12	10.52	11.12	11.52AM	1.32	1.52	3.32	5.12	5.52	5.52	6.32
TO-R OAKLAND PIER	27.6	s 7.15AM	s 7.38AM	s 7.41AM	s 8.00AM	s 8.07AM	s 8.23AM	s 8.40AM	s 9.02AM	s 9.45AM	s 10.00AM	s 10.45AM	s 11.00AM	s 11.45AM	s 1.25PM	s 1.40PM	s 3.20PM	s 5.00PM	s 5.40PM	s 5.45PM	s 6.20PM
1.4																					
TO-R WEST OAKLAND	26.2																				
0.6																					
OAKLAND (16th Street)	25.6	s 7.05	s 7.25	s 7.30	s 7.51	s 8.00	s 8.15	s 8.30	s 8.52	s 9.36	s 9.50	s 10.38	s 10.50	s 11.35	s 1.18	s 1.30	s 3.10	s 4.50	s 5.27	s 5.38	s 6.12
1.1																					
EMERYVILLE	24.5																				
0.4																					
SHELLMOUND	24.1																				
0.2																					
SEDAN	23.9																				
0.2																					
PARAFFIN	23.7																				
0.4																					
STOCK YARDS	23.3																				
1.4																					
BERKELEY (University Ave.)	21.9	s 6.52	s 7.13	s 7.18	s 7.41	s 7.52	s 8.05	s 8.17	s 8.30	s 9.26	s 9.40	s 10.29	s 10.40	s 11.25	s 1.09	s 1.20	s 3.01	s 4.40	s 5.18	s 5.29	s 6.02
1.0																					
CORBIN	20.9																				
0.5																					
FLEMING	20.4					f								f							
0.5																					
NOBEL	19.9																				
0.4																					
VIGORIT	19.5													f							
1.5																					
STEGE	18.0					f								f							
1.9																					
RICHMOND	16.1	s 6.40	s 7.00	7.05	7.31	s 7.43	7.56	8.07	8.20	s 9.14	9.30	s 10.20	10.30	s 11.13	s 1.00	1.10	s 2.51	4.30	s 5.08	s 5.20	s 5.52
1.6																					
SAN PABLO	14.5	6.36	6.57	7.02	7.28	f 7.38	7.54	8.04		9.10	9.28	10.18	10.28	f 11.09	12.58	1.08	2.48	4.28	s 5.05	5.18	5.49
2.3																					
GIANT	12.2					s								s					s		
0.9																					
SOBRANTE	11.3													f							
1.7																					
KRIEGER	9.6													f							
1.5																					
PINOLE	8.1	6.26	6.47	6.52	7.18	s 7.28	7.44	7.54	8.09	s 9.00	9.18	10.08	10.18	s 10.55	12.48	12.58	f 2.38	4.18	s 4.55	5.08	s 5.39
0 8																					
HERCULES	7.3					f								f					f		
1.7																					
RODEO	5.6					s				f				s					s		s
0.9																					
OLEUM	4.7					s				f				s					s		
0.7																					
TORMEY	4.0					f								f					s		f
0.4																					
SELBY	3.6					s								s					s		
0 5																					
VALLEJO JCT.	3.1	6.15	6.37	6.42	7.08	s 7.15	7.34	7.44	8.01	s 8.49	9.08	9.58	10.08	s 10.35	12.38	12.48	s 2.28	4.08	s 4.40	4.58	f 5.26
1.0																					
CROCKETT	2.1		f			s				s 8.35				s 10.30	s 12.34		s 2.24		s 4.26	s 4.54	s 5.22
1.1																					
ECKLEY	1.0					f								f					f		
1.0																					
TO-R PORT COSTA Benicia Ferry	0.0	s 6.05AM	6.27AM	s 6.30AM	s 7.00AM	7.05AM	7.27AM	s 7.35AM	7.55AM	8.30AM	s 9.00AM	s 9.52AM	s 10.00AM	s 10.25AM	12.30PM	s 12.42PM	s 2.20PM	s 4.00PM	4.22PM	s 4.50PM	5.18PM
1 3																					
BENICIA	0.0	5.30AM		5.55AM	6.25AM			7.00AM	7.27AM		8.25AM	9.31AM	9.37AM	9.30AM		12.07PM	2.00PM	3.35PM		4.30PM	
(27.6)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Time over District....................		(1.10)	(1.11)	(1.11)	(1.00)	(1.02)	(0.56)	(1.05)	(1.07)	(1.15)	(1.00)	(0.53)	(1.00)	(1.20)	(0.55)	(0.58)	(1.00)	(1.00)	(1.18)	(0.55)	(1.02)
Average speed per hour....................		23.66	23.32	23.32	27.60	26.70	29.57	25.48	24.71	22.08	27.60	31.25	27.60	20.70	30.11	28.55	27.60	27.60	21.23	30.11	26.71

See pages 2, 4 and 5 for additional trains between Oakland Pier, West Oakland and Port Costa.
Track No. 1 between San Pablo and Shellmound tower not protected by block signals.

ADDITIONAL FLAG STOPS TO DISCHARGE PASSENGERS

Train	At	For Passengers From or Beyond	Train	At	For Passengers From or Beyond
1	Any Station	Cheyenne	25	Richmond	Bakersfield
5	Any Station	Sacramento	47	Any Station	Davis
13	Any Station	Gerber	53	Richmond	Ashland
13	Vallejo Junction	Roseville	81	Any Station	Martinez or Vallejo
23	Any Station	Roseville			
19	Any Station	Sparks			
21	Any Station	Sparks			

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	For Passengers to or from
123	Certain-teed Pro. Co.	Any Station
45	Certain-teed Pro. Co.	Any Station
123	Potter	Any Station
45	Potter	Any Station

ADDITIONAL REGULAR STOPS

Train	At	Frequency
29	Oleum	Saturday Only
29	Giant	Saturday Only
83	Vallejo Junction	Saturday Only

ADDITIONAL FLAG STOPS TO DISCHARGE PASSENGERS

Train	At	For Passengers From or Beyond
7	Any Station	Tracy

EASTWARD

Time Table No. 191

April 4, 1926

Capacity of sidings in car lengths.	THIRD CLASS		SECOND CLASS	FIRST CLASS				Distance from San Francisco	
	222	302	288	16	10	132	12		
	Sacramento, Ogden and Portland Fast Freight	Port Costa Local Freight	Fresno Freight	Oregon Express	Atlantic Express	San Francisco Martinez Passenger	Shasta		
	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave SUNDAY ONLY	Leave Daily		**STATIONS**
				9.40PM	9.00PM	7.40PM	7.40PM	0.0	SAN FRANCISCO 3.5
				9.58	9.18	7.58	7.58	3.5	OAKLAND PIER
BKWI P				10.15PM	9.45PM	8.08PM	8.05PM	3.5	TO-R OAKLAND PIER 1.4
Term Yard BKWFITY P	10.15PM	7.10AM	5.00PM					4.9	TO-R WEST OAKLAND 0.6
I Interchange P				s 10.22	s 9.52	s 8.15	s 8.12	5.5	OAKLAND (16th Street) 1.1
P								6.6	EMERYVILLE 0.4
IP								7.0	SHELLMOUND 0.2
								7.2	SEDAN 0.2
								7.4	PARAFFIN 0.4
55 West P								7.8	STOCK YARDS 1.4
P				s 10.32	s 10.02	s 8.23	s 8.19	9.2	BERKELEY (University Ave.) 1.0
								10.2	CORBIN 0.5
						f		10.7	FLEMING 0.5
								11.2	NOBEL 0.4
						f		11.6	VIGORIT 1.5
87 East P						f		13.1	STEGE 1.9
P				s 10.42	s 10.12	s 8.33	8.27	15.0	RICHMOND 1.6
148 East WP Interchange						f 8.36		16.6	SAN PABLO 2.3
P						f		18.9	GIANT 0.9
48 East 52 West P						f		19.8	SOBRANTE 1.7
								21.5	KRIEGER 1.5
74 West P				10.55	10.26	s 8.45	8.38	23.0	PINOLE 0.8
45 East P								23.8	HERCULES 1.7
P						s 8.49		25.5	RODEO 0.9
69 East P						s		26.4	OLEUM 0.7
43 East W						f		27.1	TORMEY 0.4
46 West P						s		27.5	SELBY 0.5
55 West P				11.05	10.36	s 8.59	8.47	28.0	VALLEJO JCT. 1.0
210 West P				s 11.08		s 9.02		29.0	CROCKETT 1.1
62 West P						f		30.1	ECKLEY 1.0
Yard BKWFIT P	11.20PM	4.00PM	7.00PM	s 11.15PM	s 10.45PM	s 9.10PM	8.55PM	31.1	TO-R PORT COSTA 1.3
	12.05AM			11.50PM	11.20PM		9.25PM	32.4	BENICIA
	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive SUNDAY ONLY	Arrive Daily		(27.6)
	(1.05)	(8.50)	(2.00)	(1.00)	(1.00)	(1.02)	(0.50)		..............Time over District
	24.18	2.97	13.80	27.60	27.60	26.70	33.12		..............Average speed per hour

Oakland Ferry

Block Signals

Double Track

Benicia Ferry

See pages 2, 3 and 5 for additional trains between Oakland Pier, West Oakland and Port Costa.

Track No. 1 between San Pablo and Shellmound tower not protected by block signals.

ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS

Train	At	For Passengers To or Beyond
10	Any Station	Ogden
16	Any Station	Portland

WESTWARD

Time Table No. 191

April 4, 1926

STATIONS		Distance from Port Costa	FIRST CLASS				THIRD CLASS	
			209 San Francisco Passenger	51 ✓ Fresno San Francisco Passenger	27 Sacramento San Francisco Passenger	35 ✓ Tracy San Francisco Passenger	219 Freight	301 Port Costa Local Freight
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY
SAN FRANCISCO	Oakland Ferry	31.1	9.25PM	10.05PM	10.05PM	11.25PM		
3.5								
OAKLAND PIER		27.6	9.07	9.47	9.47	11.07		
TO R OAKLAND PIER	Block Signals Double Track	27.6	s 9.00PM	s 9.38PM	s 9.42PM	s 10.50PM		
1.4								
TO-R WEST OAKLAND		26.2					5.00AM	3.00PM
0.6								
OAKLAND (16th Street)		25.6	s 8.53	s 9.30	s 9.35	s 10.40		
1.1								
EMERYVILLE		24.5						
0.4								
SHELLMOUND		24.1						
0.2								
SEDAN		23.9						
0.2								
PARAFFIN		23.7						
0.4								
STOCK YARDS		23.3						
1.4								
BERKELEY (University Ave.)		21.9	s 8.44	s 9.20	s 9.25	s 10.31		
1.0								
CORBIN		20.9						
0.5								
FLEMING		20.4						
0.5								
NOBEL		19.9						
0.4								
VIGORIT		19.5						
1.5								
STEGE		18.0				f		
1.9								
RICHMOND		16.1	s 8.35	9.11	s 9.16	s 10.21		
1.6								
SAN PABLO		14.5	f 8.33			f 10.18		
2.3								
GIANT		12.2				f		
0.9								
SOBRANTE		11.3				f		
1.7								
KRIEGER		9.6						
1.5								
PINOLE		8.1	f 8.23	9.00	9.05	s 10.05		
0.8								
HERCULES		7.3				f		
1.7								
RODEO		5.6	f			s		
0.9								
OLEUM		4.7	f			f		
0.7								
TORMEY		4.0				f		
0.4								
SELBY		3.6	f			s		
0.5								
VALLEJO JCT.		3.1	8.13	8.51	8.56	f 9.53		
1.0								
CROCKETT		2.1	s 8.09			s 9.50		
1.1								
ECKLEY		1.0						
1.0								
TO-R PORT COSTA	Benicia Ferry	0.0	s 8.05PM	8.45PM	s 8.50PM	9.45PM	2.00AM	7.00AM
1.3								
BENICIA		0.0	7.40PM		8.25PM		1.00AM	
(27.6)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY
Time over District			(0 55)	(0.53)	(0.52)	(1.05)	(3.00)	(8.00)
Average speed per hour			30.11	31.25	31.85	25.47	8.73	3.27

See pages 2, 3 and 4 for additional trains between Oakland Pier, West Oakland and Port Costa.
Track No. 1 between San Pablo and Shellmound tower not protected by block signals.

ADDITIONAL FLAG STOPS TO DISCHARGE PASSENGERS		
Train	At	
51	Richmond	

ADDITIONAL REGULAR STOPS		
Train	At	Frequency
27	Vallejo Junction	Sunday

EASTWARD

Time Table No. 191

April 4, 1926

Capacity of sidings in car lengths	THIRD CLASS				FIRST CLASS																Distance from San Francisco	STATIONS	
	304 Sacramento Local Freight	272 Gerber Freight	274 Local Freight	222 Sacramento Ogden & Portland Fast Frt.	16 Oregon Express	10 Atlantic Express	12 Shasta	6 Nevada Express	48 El Dorado	20 Pacific Limited	46 San Francisco Sacramento Passenger	68 Gerber Sacramento Passenger	22 St. Louis Express	2 San Francisco Overland Limited	66 Gerber Sacramento Passenger	30 San Francisco Sacramento Passenger	18 San Francisco Sacramento Passenger	28 San Francisco Sacramento Passenger	62 Marysville Sacramento Motor	54 Oregonian			
	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
Yard WY P	9.15AM			1.00AM	s 11.50PM	s 11.20PM	s 9.25PM	s 8.20PM	s 6.35PM	s 5.55PM	s 4.35PM		s 3.00PM	1.00PM		s 11.45AM	s 9.15AM	s 8.00AM		1.43AM	32.4	TO-R BENICIA	0.8
P																					33.2	MAIL DOCK	0.6
P											f							f			33.8	ARMY POINT	4.2
103 East P					11.59PM	11.29	9.35	8.29	6.44	6.04	f 4.45		3.09	1.09		11.54AM	9.24	f 8.09		1.52	38.0	GOODYEAR	1.0
103 West											f							f			39.0	HOYT	1.1
											f							f			40.1	PIERCE	2.1
P											f							f			42.2	CYGNUS	1.0
											f							f			43.2	TEAL	1.9
											f							f			45.1	JACKSNIPE	3.8
Yard BKWFY P Interchange					s 12.18AM	s 11.48PM	9.54	s 8.49	s 7.00	6.23	s 5.15		s 3.28	1.26		s 12.13PM	s 9.38	s 8.40		2.10	48.9	TO SUISUN-FAIRFIELD Sacramento Northern Ry. Crossing	3.0
48 East 82 West P Interchange											s 5.21							s 8.45			51.9	TOLENAS	1.9
											f							f			53.8	VANDEN	1.6
											f							f			55.4	CANNON	4.0
101 East 101 West BKWFY P					12.33	12.03AM	10.09	9.05	7.15	6.39	s 5.37		3.43	1.40		12.28	9.52	s 9.05		2.26	59.4	ELMIRA	4.8
											f							f			64.2	BATAVIA	3.3
86 East P 86 West W					12.45	12.15	10.21	f 9.17	s 7.25	6.50	s 5.57		f 3.55	1.50		s 12.40	10.01	s 9.23		2.37	67.5	DIXON	4.3
83 East											f							f			71.8	TREMONT	2.0
																					73.8	BRIGGSTON	1.8
88 East 121 West WIY P	3.40PM	2.10PM	12.15PM	7.00	f 12.57	s 12.27	s 10.33PM	f 9.30	s 7.39	7.01	s 6.15	6.10PM	f 4.07	2.02	12.55PM	s 12.52	s 10.12	s 9.50	8.15AM	s 2.55AM	75.6	TO-R DAVIS	1.5
																					77.1	CHILES	2.0
											f				f				f		79.1	SWINGLE	1.3
114 East 114 West					1.04	12.34		9.37	7.46	7.08	f 6.22	6.17	4.14	2.09	f 1.02	12.59	10.17	9.57	f 8.22		80.4	WEBSTER	5.9
																			f		86.3	MIKON	0.6
I P																					86.9	Sacramento Northern Ry. Crossing	1.4
											f								f		88.3	WASHINGTON	0.5
Term Yard BKWFTY P	4.20PM	2.40PM	12.55PM	7.30AM	s 1.20AM	s 12.50AM		s 9.55PM	s 8.00PM	s 7.25PM	s 6.45PM	s 6.35PM	s 4.30PM	s 2.25PM	s 1.20PM	s 1.15PM	s 10.30AM	s 10.15AM	s 8.40AM		88.8	TO-R SACRAMENTO	
	Ar. Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Daily	Ar. Daily	Arrive Daily	Arrive Daily	Ar. Daily	Ar. Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Daily	Ar. Daily		(56.4)	
	(7.05)	(0.30)	(0.40)	(6.30)	(1.30)	(1.30)	(1.08)	(1.35)	(1.25)	(1.30)	(2.10)	(0.25)	(1.30)	(1.25)	(0.25)	(1.30)	(1.15)	(2.15)	(0.25)	(1.12)		....................Time over District	
	7.96	26.40	19.80	8.68	37.60	37.60	38.12	35.62	39.81	37.60	26.03	31.68	37.60	39.81	31.68	37.60	45.12	25.07	31.68	36.00		....................Average speed per hour	

Block Signals

Double Track

ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS

Train	At	For Passengers Destined to or beyond
2	Any Station	Cheyenne
10	Any Station	Ogden
16	Any Station	Portland
20	Any Station	Ogden
22	Any Station	Ogden

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Frequency
6	Goodyear, Pierce, Cygnus, Teal, Jacksnipe	Tuesday and Saturday during hunting season
30	Goodyear	Wednesday and Saturday during hunting season
30	Pierce, Cygnus, Teal, Jacksnipe	Tuesday and Saturday during hunting season

No. 46 Stops at Broderick to exchange U. S. Mail.

ADDITIONAL REGULAR STOPS

Train	At	Frequency
6	Dixon	Sunday Only

WESTWARD

STATIONS	Distance from Sacramento	FIRST CLASS																		THIRD CLASS			
		13	5	19	53	9	21	45	47	11	59	1	29	23	17	209	27	65	67	271	303	273	219
		San Francisco Express	Nevada Express	Pacific Limited	Oregonian	Fast Mail	St. Louis Express	Sacramento San Francisco Passenger	El Dorado	Shasta	Puget Sound Express	San Francisco Overland Limited	Sacramento San Francisco Passenger	Sacramento San Francisco Passenger	Sacramento Special	San Francisco Passenger	Sacramento San Francisco Passenger	Sacramento Gerber Passenger	Sacramento Marysville Motor	Gerber Freight	Sacramento Local Freight	Local Freight	Freight
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily
TO-R BENICIA	56.4	s5.30AM	s5.55AM	6.25AM	s7.00AM	7.27AM	s8.25AM	s9.22AM	s9.31AM	s9.37AM		12.07PM	s 2.00PM	s3.35PM	s4.30PM	s 7.40PM	s 8.25PM				2.00PM		11.30PM
0.8																							
MAIL DOCK	55.6																						
0.6																							
ARMY POINT	55.0							f					f			f							
4.2																							
GOODYEAR	50.8	5.20	5.45	6.15	6.50	7.18	8.15	f9.10	9.23	9.27		11.57AM	1.50	3.26	4.21	f 7.30	8.17						
1.0																							
HOYT	49.8							f								f							
1.1																							
PIERCE	48.7							f								f							
2.1																							
CYGNUS	46.6							f								f							
1.0																							
TEAL	45.6							f								f							
1.9																							
JACKSNIPE	43.7							f								f							
3.8																							
TO SUISUN-FAIRFIELD Sacramento Northern Ry. Crossing	39.9	4.59	s5.24	5.57	6.30	7.02	s7.55	s8.45	s9.08	9.12		11.41	s 1.32	s3.10	s4.05	s 7.07	8.02						
3.0																							
TOLENAS	36.9							s8.34								s							
1.9																							
VANDEN	35.0							f								f							
1.6																							
CANNON	33.4							f								f							
4.0																							
ELMIRA	29.4	4.43	5.08	5.43	6.13	6.50	7.40	s8.22	s8.53	8.57		11.28	1.15	2.56	3.51	s 6.43	7.50						
4.8																							
BATAVIA	24.6							f								f							
3.3																							
DIXON	21.3	4.31	f4.56	5.32	6.01	6.41	7.28	s8.02	s8.41	8.45		11.17	s 1.01	2.45	s3.40	s 6.26	7.41						
4.3																							
TREMONT	17.0							f								f							
2.0																							
BRIGGSTON	15.0																						
1.8																							
TO-R DAVIS	13.2	f4.19	4.44	5.20	5.49AM	6.32	7.16	s7.45	s8.29	8.32AM	s 10.20AM	11.05	s12.50	2.34	s3.29	s 6.12	s 7.32	s 7.37PM	s7.40PM	6.10AM	7.10AM	8.10AM	7.35
1.5																							
CHILES	11.7																						
2.0																							
SWINGLE	9.7							f								f			f				
1.3																							
WEBSTER	8.4	4.10	4.35	5.12		6.27	7.08	f7.34	8.22		10.12	10.57	12.42	2.27	3.22	f 5.57	7.27	7.30	f7.33				
5.9																							
MIKON	2.5															f			f				
0.6																							
Sacramento Northern Ry. Crossing	1.9																						
1.4																							
WASHINGTON	0.5							f								f			f				
0.5																							
TO-R SACRAMENTO	0.0	3.55AM	4.20AM	5.00AM		6.15AM	6.55AM	7.20AM	8.10AM		10.00AM	10.45AM	12.30PM	2.15PM	3.10PM	5.45PM	7.15PM	7.17PM	7.20PM	5.30AM	6.30AM	7.30AM	6.15PM
56.4		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily
Time over District		(1.35)	(1 35)	(1.25)	(1.11)	(1.12)	(1.30)	(2.02)	(1.21)	(1.05)	(0.20)	(1.22)	(1.30)	(1.20)	(1.20)	(1.55)	(1.10)	(0.20)	(0.20)	(0.40)	(7.30)	(0.40)	(5.15)
Average speed per hour		35.62	35.62	39.81	36.50	47.00	37.60	27.73	41.78	39.87	39.60	41.27	37.60	42.30	42.30	29.43	48.34	39.60	39.60	19.80	7.52	19.80	10.74

Block Signals

Double Track

Derail in westward main track just west of station building, Benicia.

ADDITIONAL FLAG STOPS TO DISCHARGE PASSENGERS

Train	At	For Passengers From or Beyond
1	Any Station	Cheyenne
5	Any Station	Sacramento
13	Any Station	Gerber
13	Elmira	Roseville
23	Any Station	Roseville
19	Any Station	Sparks
21	Any Station	Sparks
47	Any Station	Davis

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Frequency
17	Jacksnipe, Teal, Cygnus and Pierce	Sunday and Wednesday during hunting season
29	Jacksnipe, Teal, Cygnus and Pierce	Sunday and Wednesday during hunting season
47	Jacksnipe, Teal, Cygnus and Pierce	Sunday and Wednesday during hunting season

No. 45 Broderick daily for mail.

EASTWARD

Time Table No. 191

April 4, 1926

Capacity of Sidings in car Lengths	THIRD CLASS			SECOND CLASS		FIRST CLASS														Distance from San Francisco	STATIONS
			250 Tracy Local Freight		288 Fresno Freight		132 San Francisco Martinez Passenger	26 Owl	130 San Francisco Martinez Passenger	50 San Francisco Fresno Passenger	8 San Francisco Los Angeles Passenger	84 San Francisco Fresno Passenger	40 San Francisco Avon Passenger	146 San Francisco San Ramon Mixed	36 San Francisco Stockton Passenger	126 Port Costa Avon Passenger	124 San Francisco Avon Passenger	120 Port Costa Martinez Passenger	86 San Francisco Los Angeles Express		
			Leave Daily EX. SUNDAY		Leave Daily		Leave SUNDAY ONLY	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave SUNDAY ONLY	Leave Daily EX. SUNDAY	Leave Daily	Leave SUNDAY ONLY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily		
Yard BKWFIT P			8.27AM		7.30PM		9.15PM	7.22PM	6.44PM	5.15PM	12.10PM	9.52AM	9.30AM	9.30AM	8.05AM	7.25AM	7.25AM	6.25AM	1.17AM	31.1	TO-R PORT COSTA 1.1
P							f		f				f	f						32.2	NEVADA DOCK 0.9
															f			f		33.1	OZOL 1.6
80 WP			8.42		7.45		s 9.25PM	7.31	s 6.54PM	s 5.24	s 12.20	10.00	s 9.40	s 9.40	s 8.17	s 7.37	s 7.37	s 6.40AM	f 1.26	34.7	TO-R MARTINEZ 1.3
										f			f	f	f	f	f			36.0	MOCOCO 0.8
111 P										f			f	f	f					36.8	PEYTON 1.3
73 Y P			9.00		8.00			7.37		s 5.34	12.33	10.05	s 9.50AM	s 9.50AM	s 8.27	s 7.47AM	s 7.47AM		1.32	38.1	TO-R AVON 3.2
Interchange 208 P			9.30		8.26			7.41		s 5.40	s 12.40	10.09			s 8.35				f 1.37	41.3	TO BAY POINT 1.7
70 P			9.35												f 8.40				f 1.40	43.0	NICHOLS 1.8
Interchange 56 P			10.14		8.37			7.46		5.46	12.46	10.14			f 8.45				1.43	44.8	McAVOY 4.1
Interchange 74 WP			10.40		9.05			7.51		s 5.52	s 12.53	10.19			s 8.54				s 1.50	48.9	TO PITTSBURG 1.9
															f					50.8	LOS MEDANOS 2.3
																				53.1	PRINCE 0.4
56 P			11.10		9.30			7.57		f 6.00	s 1.01	10.25			s 9.05				1.57	53.5	TO ANTIOCH 1.6
															f					55.1	JERSEY 0.9
																				56.0	NEWLOVE 1.3
83			11.45AM		9.45			8.04		6.05	1.07	10.30			f 9.12				2.03	57.3	NEROLY 4.4
154 WP			12.10PM		10.00			8.09		s 6.11	s 1.15	10.35			s 9.20				2.09	61.7	TO BRENTWOOD 5.2
95 P			12.40		10.20			8.15		s 6.19	s 1.25	10.41			s 9.30				2.16	66.9	TO BYRON 2.0
P										f	f				f					68.9	BYRON HOT SPRINGS 2.7
51 P			12.55		10.35			8.20		6.27	1.34	10.47			f 9.40				2.22	71.6	HERDLYN 4.1
59 P			1.10		10.55			8.25		f 6.33	1.41	10.52			s 9.50				2.27	75.7	TO BETHANY 3.4
47			1.25		11.15PM			8.30		6.38	1.48	10.57			f 10.00				2.32	79.1	JANNEY 3.1
Term yard BKWFTY P			1.40PM		12.01AM			s 8.35PM		s 6.45PM	s 1.55PM	s 11.02AM			s 10.10AM				s 2.40AM	82.2	TO-R TRACY
			Arrive Daily EX. SUNDAY		Arrive Daily		Arrive SUNDAY ONLY	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive SUNDAY ONLY	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive SUNDAY ONLY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily		(51.1)
			(5.13)		(4.31)		(0.10)	(1.13)	(0.10)	(1.30)	(1.45)	(1.10)	(0.20)	(0.20)	(2.05)	(0.22)	(0.22)	(0.15)	(1 23)		……………Time over District
			9.80		11.31		21.60	42.00	21.60	34.07	29.20	43.80	21.00	21.00	24.53	19.09	19.09	14.40	36.94		……………Average speed per hour

Block Signals

Westward trains are superior to trains of the same class in the opposite direction.

AT AVON:	Nos. 124, 126 and 40	May occupy main track until ten minutes after schedule arriving time as shown above, but Rule 99 must be complied with.
AT MARTINEZ:	Nos. 120 and 130	

ADDITIONAL FLAG STOPS

Train	At	For Passengers to (or beyond)
50	Any Station	Tracy

Time Table No. 191

April 4, 1926

WESTWARD

Block Signals

	STATIONS		Distance from Tracy	FIRST CLASS											THIRD CLASS
				87	123	25	81	83	43	7	133	51	35	135	249
				Los Angeles San Francisco Express	Martinez San Francisco Passenger	Owl	Avon-Napa San Francisco Passenger	Fresno San Francisco Passenger	Avon San Francisco Passenger	Tehachapi	Martinez Port Costa Passenger	Fresno San Francisco Passenger	Tracy San Francisco Passenger	Martinez Port Costa Passenger	Tracy Local Freight
				Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive SUNDAY ONLY	Arrive Daily EX. SUNDAY
TO-R	PORT COSTA	1.1	51.1	s **6.25**AM	s 7.04AM	s **7.25**AM	s **8.27**AM	s 12.29PM	s 4.20PM	s **5.15**PM	s 8.31PM	8.45PM	s 9.44PM	s 9.50PM	12.40PM
	NEVADA DOCK	0.9	50.0		f		f		f		f			f	
	OZOL	1.6	49.1		f				f						
TO-R	MARTINEZ	1.3	47.5	s 6.15	6.55AM	7.17	s **8.17**	s **12.20**	s 4.10	s 5.05	8.20PM	8.35	s 9.35	9.38PM	12.20 12.10PM
	MOCOCO	0.8	46.2				f		f	f			f		
	PEYTON	1.3	45.4							f			f		
TO-R	AVON	3.2	44.1	6.07		7.12	8.07AM	12.12	4.00PM	s 4.55		8.30	f 9.25		11.59AM
TO	BAY POINT	1.7	40.9	f 6.00		7.08		12.07		s 4.48		**8.26**	s 9.19		11.45
	NICHOLS	1.8	39.2	5.55									f 9.16		11.15
	McAVOY	4.1	37.4	5.53		7.03		12.02PM		4.42		8.21	f 9.13		11.10
TO	PITTSBURG	1.9	33.3	f 5.47		6.58		f 11.56AM		s 4.35		8.16	s **9.05**		10.40 10.10
	LOS MEDANOS	2.3	31.4										f		
	PRINCE	0.4	29.1												
TO	ANTIOCH	1.6	28.7	f 5.38		6.52		11.50		f 4.25		8.10	f 8.54		9.55
	JERSEY	0.9	27.1												
	NEWLOVE	1.3	26.2												
	NEROLY	4.4	24.9	5.31		6.47		**11.45**		4.18		**8.04**	f 8.47		9.40
TO	BRENTWOOD	5.2	20.5	s 5.24				11.39		s 4.10		7.58	s 8.39		**9.20**
TO	BYRON	2.0	15.3	s 5.14		6.35		f 11.32		s 4.00		7.52	s 8.29		8.25
	BYRON HOT SPRINGS	2.7	13.3							f			f		
	HERDLYN	4.1	10.6	5.07		6.29		11.26		3.52		7.47	f **8.20**		7.50
TO	BETHANY	3.4	6.5	5.01		6.24		11.21		f 3.45		7.42	f 8.07		7.30
	JANNEY	3.1	3.1	4.55		6.19		11.16		3.40			f 8.00		7.10
TO-R	TRACY		0.0	4.50AM		6.15AM		11.12AM		3.35PM		7.35PM	7.55PM		7.00AM
	(51.1)			Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave SUNDAY ONLY	Leave Daily EX. SUNDAY
	Time over District			(1.35)	(0.09)	(1.10)	(0.20)	(1.17)	(0.20)	(1.40)	(0.11)	(1.10)	(1.49)	(0.12)	(5.40)
	Average speed per hour			32.27	24.00	43.80	21.00	39.82	21.00	30.66	19.64	43.80	28.13	18.00	9.02

Westward trains are superior to trains of the same class in the opposite direction.

AT AVON Nos. 81 and 43 } May occupy main track ten minutes before schedule leaving time as shown above, but Rule 99 must be complied with.
AT MARTINEZ Nos. 123 and 133 }

ADDITIONAL FLAG STOPS TO DISCHARGE PASSENGERS			ADDITIONAL REGULAR STOPS		
Train	At	For Passengers from or beyond	Train	At	Frequency
7	Any Station	Los Angeles	25	Bay Point	Daily to Discharge Mail
			83	Avon	Saturday Only
			87	Byron Hot Springs	Monday Only

EASTWARD

Time Table No. 191

April 4, 1926

Capacity of sidings in car lengths.	THIRD CLASS			SECOND CLASS			FIRST CLASS												Distance from San Francisco	STATIONS
	802	280	278	242	246	254	74 ✓	80 ✓	96	38 ✓	904	92	82 ✓	502	32 ✓	90	902	24 ✓		
	San Jose Local Freight	San Jose Local Freight	Tracy Local Freight	Fresno Mdse. Freight	Fresno Freight	Ogden and Portland Manifest Freight	Padre	Stockton Flyer	San Francisco San Jose Passenger	San Francisco Sacramento Passenger	Stonehurst Local	San Francisco San Jose Passenger	San Francisco Stockton Passenger	San Francisco Santa Cruz Passenger	San Francisco Sacramento Passenger	San Francisco San Jose Passenger	Stonehurst Local	Tonopah Express		
	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
							8.20PM	5.40PM	5.20PM	4.00PM	3.20PM	1.40PM	11.40AM	8.40AM	8.20AM	7.00AM	6.40AM	1.20AM	0.0	SAN FRANCISCO 3.5
							8.38	5.58	5.38	4.18	3.38	1.58	11.58AM	8.58	8.38	7.18	6.58	1.38	3.5	OAKLAND PIER Oakland Ferry
BKWIP							8.45PM	6.04PM	5.50PM	4.25PM	3.45PM	2.05PM	12.05PM	9.07AM	8.45AM	7.25AM	7.07AM	1.50AM	3.5	TO-R OAKLAND PIER 1.4
Term. Yard BKWFITYP Interchange	9.15AM	8.00AM	4.10AM																4.9	Cedar St. Crossing TO-R WEST OAKLAND 1.0
																			5.9	Western Pacific Crossing 0.8
I P							s8.55	s6.12	s5.59	s4.33	s 3.55	s 2.15	s12.12	s 9.15	s 8.54	s7.33	s7.15	s1.57	6.7	OAKLAND (First St.) 0.1 Double Track
																			6.8	Webster Street Crossing 1.5
P									f		f	f		f		f	f		8.3	EAST OAKLAND 1.4
I P							s9.02	s6.18	s6.08	s4.42	s 4.05	s 2.22	s12.19	s 9.22	s 9.01	s7.40	s7.25	2.05	9.7	FRUITVALE 0.6
																			10.3	Cala. Ry. Crossing 3.1
55 WP	9.40AM	8.30	4.35				9.10PM	6.25	s6.15	4.49	s 4.15PM	f 2.30	12.26	s 9.29AM	f 9.09	s7.47	s7.35AM	2.13	13.4	TO-R ELMHURST 1.4
38 P		8.40 9.12	4.40					6.27	s6.19	4.52		s 2.34	12.28		s 9.12	s7.50		s2.16	14.8	TO SAN LEANDRO 0.7
									f			f				f			15.5	SOUTH SAN LEANDRO 1.0
									f			f			f	f			16.5	ESTUDILLO 1.0
40 P		9.50	4.50					6.30	s6.27	f4.57		s 2.40	12.31		f 9.18	s7.56		2.20	17.5	TO LORENZO 2.6
46 P		10.25	5.00					6.33	s6.33	s5.03		s 2.45	12.34		s 9.24	s8.01		s2.25	20.1	TO HAYWARD 3.9
33 P		10.40	5.10					6.38	f6.46	5.09		f 2.52	12.39		9.32	f8.07		2.32	24.0	HALVERN 2.5
36 P		11.10	5.20					6.41	s6.52	f5.13		s 2.57	12.42		s 9.38	s8.11		2.37	26.5	TO DECOTO 1.1
									f							f			27.6	PABRICO 1.6
Yard WYP		11.35AM	5.30	9.00PM	8.10PM	1.25AM		s6.46	s6.59PM	s5.23		s 3.04PM	s12.48		s 9.47	s8.16AM		s2.44	29.2	TO-R NILES 2.5 Block Signals
74 P			5.50	9.07	8.20	1.40		6.50		5.28			12.52		f 9.51			2.49	31.7	FARWELL 1.9
																			33.6	BRIGHTSIDE 2.0
68 P			6.30	9.18	8.38	1.55		f6.57		s5.38			f12.59		s 9.58			2.59	35.6	TO SUNOL 2.8
															f				38.4	VERONA 2.5
79 P			7.00	9.30	9.05	2.10		f7.04		s5.48			s 1.08		s10.08			3.09	40.9	TO PLEASANTON 1.1
I Y P																			42.0	RADUM 0.4
																			42.4	REMILLARD 0.6
74 P			7.25	9.35	9.15	2.20		7.07		5.51			1.11		f10.11			3.13	43.0	TO ELIOT 3.9
94 WT P			8.00 9.55	9.50	9.30	2.45		s7.14		s5.58			s 1.18		s10.19			s3.19	46.9	TO LIVERMORE 1.5
P															f				48.4	TREVARNO 2.1
80 P			10.27	10.10	9.39	3.00		7.20		6.06			1.24		f10.27			3.28	50.5	ULMAR 4.5
79 WT P			11.00	10.30	10.00	3.40		7.28		6.15			1.31		s10.35			3.40	55.0	TO ALTAMONT 4.5
74 P			11.15	10.50	10.20	4.10		7.37		6.24			1.40		f10.43			3.50	59.5	CAYLEY 3.6
78 P			11.30	11.25PM	10.40	4.25		7.44		6.31			1.47		f10.50			4.00	63.1	MIDWAY 5.6
30 P																			68.7	MEDAL 2.1
Term. Yard BKWFT Y P			11.45AM	12.05AM	11.00PM	5.15AM		s7.58PM		s6.45PM			s 2.00PM		s11.02AM			s4.15AM	70.8	TO-R TRACY
	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily EX.SUNDAY	Arrive Daily EX.MONDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(67.3)
	(0.25) 20.40	(3.35) 6.78	(7.35) 8.69	(3.05) 13.49	(2.50) 14.68	(3.50) 10.85	(0 25) 23.76	(1.54) 35.42	(1.09) 22.06	(2.20) 28.84	(0.30) 19.47	(0.59) 26.14	(1.55) 35.11	(0.22) 27.00	(2.17) 29.47	(0.51) 30.24	(0.28) 20.86	(2.25) 27.80		....................Time over District ....Average speed per hour

On single track westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	For Passengers To or From
32	Bonita	Any Station
90	Cherryland	Any Station
90-92-96	Cherry	Any Station
90-92-96	Harder	Any Station
90-92-96	Tennyson	Any Station
38	Tennyson	Saturday Only

ADDITIONAL FLAG STOPS TO DISCHARGE PASSENGERS

Train	At	Frequency
38	Farwell	Saturday only

No. 24 reduce speed Fruitvale sufficiently to enable safe dispatch of papers.

ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS

Train	At	For Passengers Destined To or Beyond
38	San Leandro	Sunol
80	San Leandro	Niles

WESTWARD

Time Table No. 191

April 4, 1926

		Distance from Tracy	FIRST CLASS								SECOND CLASS			THIRD CLASS		FOURTH CLASS	
			89	91	73	79	31	501	95	37	901	903	557	253	279	277	801
			San Jose San Francisco Passenger	San Jose San Francisco Passenger	Padre	Stockton Flyer	Sacramento Stockton San Francisco Passenger	Santa Cruz San Francisco Passenger	San Jose San Francisco Passenger	Stockton San Francisco Passenger	Stonehurst Local	Stonehurst Local	Santa Cruz San Francisco Passenger	Ogden Manifest Freight	San Jose Local Freight	Tracy Local Freight	San Jose Local Freight
STATIONS			Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive SUNDAY ONLY	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY
SAN FRANCISCO 3.5	Oakland Ferry	70.8	7.10AM	8.10AM	9.30AM	9.50AM	2.30PM	5.30PM	6.30PM	7.10PM	8.50AM	5.30PM	10.05PM				
OAKLAND PIER		67.3	6.52	7.52	9.12	9.32	2.12	5.12	6.12	6.52	8.32	5.12	9.47				
TO-R OAKLAND PIER 1.4	Block Signals Double Track	67.3	s 6.42AM	s 7.42AM	s 9.02AM	s 9.28AM	2.05PM	s 5.05PM	s 6.02PM	s 6.40PM	s 8.25AM	s 4.55PM	s 9.29PM				
Cedar St. Crossing TO-R WEST OAKLAND 1.0		65.9													9.10PM	12.20PM	3.35PM
Western Pacific Crossing 0.8		64.9															
OAKLAND (First St.) 0.1		64.1	s 6.33	s 7.35	s 8.52	s 9.20	s 1.57	s 4.56	s 5.49	s 6.30	s 8.15	s 4.48	s 9.19				
Webster Street Crossing 1.5		64.0															
EAST OAKLAND 1.4		62.5	f								f	f					
FRUITVALE 0.6		61.1	s 6.25	s 7.26	f 8.42	f 9.11	s 1.49	s 4.48	s 5.39	s 6.22	s 8.05	s 4.38	s 9.09				
Cala. Ry. Crossing 3.1		60.5															
TO-R ELMHURST 1.4		57.4	s 6.17	s 7.17	8.37AM	9.05	1.42	4.41PM	f 5.29	6.15	7.55AM	4.30PM	9.00PM		8.30	11.40AM	3.00PM
TO SAN LEANDRO 0.7		56.0	s 6.13	s 7.12		9.02	f 1.40		s 5.24	6.13					8.20	11.25	
SOUTH SAN LEANDRO 1.0		55.3	f	f					f								
ESTUDILLO 1.0		54.3	f	f					f								
TO LORENZO 2.6		53.8	s 6.06	s 7.04		8.57	1.35		s 5.09	6.07					8.00	11.10	
TO HAYWARD 3.9		50.7	s 5.59	s 6.56		8.54	s 1.30		s 5.03	6.03					7.45	11.00	
HALVERN 2.5		46.8	f 5.52	f 6.47		8.49	1.24		f 4.52	5.58					7.25	10.40	
TO DECOTO 1.1		44.3	f 5.47	s 6.42		8.46	f 1.20		s 4.48	5.55					7.10	10.20	
PABRICO 1.6		43.2		f					f								
TO-R NILES 2.5		41.6	5.42AM	6.37AM		s 8.42	s 1.15		4.42PM	s 5.51				7.30PM	6.59PM	10.05 9.35	
FARWELL 1.9		39.1				8.37	1.06			f 5.44				7.15		9.20	
BRIGHTSIDE 2.0		37.2															
TO SUNOL 2.8		35.2				f 8.31	s 12.59			s 5.38				6.57		9.05	
VERONA 2.5		32.4															
TO PLEASANTON 1.1		29.9				s 8.23	s 12.49			s 5.27				6.15		8.40	
RADUM 0.4		28.8															
REMILLARD 0.6		28.4															
ELIOT 3.9		27.8				8.19	12.43			f 5.21				5.51		8.19	
TO LIVERMORE 1.5		23.9				s 8.14	s 12.38			s 5.15				5.30		8.00	
TREVARNO 2.1		22.4								f							
ULMAR 4.5		20.3				8.08	12.31			f 5.07				5.07		6.35	
TO ALTAMONT 4.5		15.8				8.01	12.24			s 5.00				4.45		6.20	
CAYLEY 3.6		11.3				7.52	12.14			4.50				4.20		6.00	
MIDWAY 5.6		7.7				7.46	12.07PM			f 4.43				4.00		5.40	
MEDAL 2.1		2.1															
TO-R TRACY		0.0				7.36AM	11.55AM			4.33PM				3.30PM		5.15AM	
(67.3)			Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave SUNDAY ONLY	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY
Time over District			(1.00)	(0.25)	(0.25)	(1.52)	(2.10)	(0.24)	(1.20)	(2.07)	(0.30)	(0 25)	(0.29)	(4.00)	(2.40)	(7.05)	(0.35)
Average speed per hour			5.70	23.76	23.76	36.05	31.06	24.75	19.27	31.79	19.47	23.76	20.14	10.40	8.49	9.30	14.57

On single track westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL FLAG STOPS TO DISCHARGE PASSENGERS

Train	At	For Passengers From or Beyond
37	Any Station west of Niles	Sunol

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	For Passengers To or From
89-91-95	Tennyson	Any Station
89-91-95	Harder	Any Station
89-91	Cherry	Any Station
901-903	Oakland (23rd Ave.)	Any Station

	EASTWARD							Time Table No. 191 April 4, 1926	WESTWARD					
Capacity of sidings in car lengths	THIRD CLASS	FIRST CLASS				Distance from San Francisco		STATIONS	Distance from San Jose	FIRST CLASS			SECOND CLASS	THIRD CLASS
	280	96	92	✓ 188	90					91	✓ 187	95	245	279
	San Jose Local Freight	San Francisco San Jose Passenger	San Francisco San Jose Passenger	Niles San Jose Passenger	San Francisco San Jose Passenger					San Jose San Francisco Passenger	San Jose Niles Passenger	San Jose San Francisco Passenger	Fresno Freight	San Jose Local Freight
	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY
Yard WYP	12.40PM	7.01PM	3.05PM	1.20PM	8.17AM	29.2	Block Signals	TO-R NILES	17.5	s6.37AM	s9.45AM	s 4.38PM	8.00PM	3.45PM
IY						29.7		0.5 W. P. Crossing	17.0					
		f	f	f	f	30.6		0.9 OVERACKER	16.1	f	f	f		
37 P	1.00	s 7.07	s 3.12	s 1.27	s 8.24	32.8		2.2 IRVINGTON	13.9	s6.29	f9.37	s 4.29	7.45	3.35
44 P	**1.33**	f 7.13	f **3.18**	f **1.33**	f 8.30	36.3		3.5 WARM SPRINGS	10.4	f6.23	f9.31	f 4.21	7.35	**3.18**
42 P	1.55	s **7.20**	s 3.26	s 1.40	s 8.37	40.7		4.4 TO MILPITAS	6.0	f6.16	f9.25	s 4.15	**7.20**	2.55
38 P	2.10	f 7.24	f 3.31	f 1.45	f 8.42	43.3		2.6 WAYNE	3.4	f6.10	9.20	f 4.10	7.00	2.45
Interchange						45.9		2.6 RURIC	0.8					
Term. Yard BKWFITP	2.30PM	s 7.35PM	s 3.40PM	s 1.50PM	s 8.50AM	46.7		0.8 TO-R SAN JOSE	0.0	6.05AM	9.15AM	4.05PM	6.45PM	2.35PM
	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(17.5)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY
	(1.50)	(0.34)	(0.35)	(0.30)	(0.33)			Time over District		(0.32)	(0.30)	(0.33)	(1.15)	(1.10)
	9.54	30.88	30.00	35.00	31.82			Average speed per hour		32.81	35.00	31.82	14.00	15.00

	EASTWARD					Time Table No. 191 April 4, 1926	WESTWARD	
Capacity of sidings in car lengths.	SECOND CLASS		FIRST CLASS	Distance from San Francisco		STATIONS	Distance from Niles	THIRD CLASS
	242	254	504					253
	Fresno Merchandise Freight	Ogden and Portland Manifest Freight	San Jose San Francisco Passenger					Ogden Manifest Freight
	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily EX. SUNDAY					Arrive Daily
IWYP	8.00PM	12.15AM		26.2	Dble. Track	TO-R REDWOOD JCT.	16.8	10.00PM
				27.5		1.3 (End of Double Track)	15.5	
				28.0		0.5 SWEENY	15.0	
58 P	8.10	12.25		29.5	Block Signals	1.5 HENDERSON	13.5	9.25
P				30.9		1.4 RAVENSWOOD	12.1	
56 P	8.20	12.35	(See Note)	33.9		3.0 DUMBARTON	9.1	8.55
Yard 108 WYP	**8.30**	1.00	5.20AM	37.2	Block Signals	3.3 TO-R NEWARK	5.8	**8.30**
				39.0		1.8 MATTOS	4.0	
56 P	8.40	1.10	s 5.25	40.1	Block Signals	1.1 CENTERVILLE	2.9	7.55
IY				42.4		2.4 W. P. Crossing	0.5	
Yard WYP	8.50PM	1.25AM	s 5.35AM	43.0		0.5 TO-R NILES	0.0	7.40PM
	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily EX. SUNDAY			(16.8)		Leave Daily
	(0.50)	(1.10)	(0.15)			Time over District		(2.20)
	20.16	14 40	23.20			Average speed per hour		7.20

EASTWARD				Time Table No. 191 April 4, 1926	WESTWARD		
FIRST CLASS		Distance from San Francisco		STATIONS	Distance from Stonehurst	SECOND CLASS	
904	902					901	903
Stonehurst Local	Stonehurst Local					Stonehurst Local	Stonehurst Local
Leave Daily	Leave Daily					Arrive Daily	Arrive Daily
3.20PM	6.40AM	0.0	Oakland Ferry	SAN FRANCISCO	14.3	8.50AM	5.30PM
3.38	6.58	3.5		3.5 OAKLAND PIER	10.8	8.32	5.12
4.15PM	7.35AM	13.4		TO ELMHURST	0.9	s 7.55AM	s 4.30PM
s 4.20PM	s 7.40AM	14.3		0.9 Western Pac Crossing. STONEHURST	0.0	7.50AM	4.25PM
Arrive Daily	Arrive Daily					Leave Daily	Leave Daily

On single track westward trains are superior to trains of the same class in the opposite direction.

Schedule time and train orders will apply at the end of double track at Redwood Jct.

The schedule of No. 504 originates at the passenger station at Newark.

The schedule time and train orders on the Centerville-Redwood Junction line will apply at the Junction switch of the Centerville-Redwood Junction line and Elmhurst-College Park line at Newark.

EASTWARD

WESTWARD

Capacity of Sidings in car lengths	THIRD CLASS	FIRST CLASS	FIRST CLASS	Distance from San Francisco		Time Table No. 191	Distance from College Park	FIRST CLASS	FIRST CLASS	FIRST CLASS	SECOND CLASS	FOURTH CLASS
	802	74	502			April 4, 1926		503	73	501	557	801
	San Jose Local Freight	Padre	San Francisco Santa Cruz Passenger					San Jose San Francisco Passenger	Padre	Santa Cruz San Francisco Passenger	Santa Cruz San Francisco Passenger	San Jose Local Freight
	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily			**STATIONS**		Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive SUNDAY ONLY	Arrive Daily EX. SUNDAY
55 WP	9.40AM	9.10PM	9.29AM	13.4	TO-R	ELMHURST 2.1	32.8		8.37AM	f 4.41PM	s 9.00PM	3.00PM
14	9.45		f 9.34	15.5		MULFORD 2.3	30.7			f 4.36	f 8.55	2.45
18 P	9.50		f 9.38	17.8		ROBERT 2.4	28.4			f 4.31	f 8.51	
77 WP	10.00	9.19	f 9.43	20.2		RUSSELL 1.3	26.0		8.27	f 4.26	f 8.46	2.30
26 P	10.15		s 9.46	21.5		MOUNT EDEN 1.5	24.7			s 4.23	s 8.43	2.00
9 Spur			f	23.0		BAUMBERG 2.3	23.2			f	f	
68 P	10.40	9.27	s 9.53	25.3	TO	ALVARADO 0.9	20.9		8.19	s 4.17	s 8.37	1.30
			f	26.2		HALL 2.2	20.0			f		
13	10.55		f 9.58	28.4		ARDEN 0.6	17.8			f 4.11	f 8.31	1.00
				29.0	Block Signals.	HILLARD 1.6	17.2	(See Note)				
Yard WYP	11.10	9.34	s 10.04	30.6	TO-R	NEWARK 2.2	15.6	s 5.20AM	8.12	s 4.05	s 8.27	12.40PM
9			f	32.8		MOWRY 1.3	13.4	f		f		
88 P	11.45AM	9.39	f 10.12	34.1		ALBRAE 1.4	12.1	f 5.10		f 3.57	f 8.20	11.45AM
			f	35.5		MALLARD 1.0	10.7			f	f	
6 P			f	36.5		DRAWBRIDGE 2.6	9.7	f		f	f	
18 P	12.01PM		s 10.22	39.1		ALVISO 2.6	7.1	f 5.03		s 3.47	s 8.11	11.30
59 P	12.20	9.51	s 10.27	41.7	TO	AGNEW 3.1	4.5	s 4.58	7.55	s 3.42	s 8.07	11.15
Yard P	12.35	9.56	s 10.35	44.8		SANTA CLARA 1.4	1.4	f 4.51	7.51	s 3.37	s 8.02	11.05
I P	12.40PM	9.59PM	f 10.38AM	46.2	R	COLLEGE PARK	0.0	4.48AM	7.48AM	3.30PM	7.59PM	10.55AM
	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily			32.8		Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave SUNDAY ONLY	Leave Daily EX. SUNDAY
	(3.00)	(0.49)	(1.09)			Time over District		(0.32)	(0.49)	(1.11)	(1.01)	(4.05)
	10.93	40.16	28.52			Average speed per hour		29.25	40.16	27.72	32.26	8.03

Westward trains are superior to trains of the same class in the opposite direction.

The schedule of No. 503 terminates at the passenger station at Newark.

The schedule time and train orders on the Centerville-Redwood Junction line will apply at the Junction switch of the Centerville-Redwood Junction line and Elmhurst-College Park line at Newark.

EASTWARD

Capacity of sidings in car lengths.	THIRD CLASS	FIRST CLASS						Distance from San Francisco		Time Table No. 191 April 4, 1926
	262	158	156	170	154	152	166			
	Calistoga Local Freight	San Francisco Napa Passenger	San Francisco Santa Rosa MOTOR	Vallejo Suisun Fairfield MOTOR	San Francisco Calistoga MOTOR	San Francisco Santa Rosa MOTOR	Vallejo Suisun Fairfield MOTOR			
	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave SUNDAY ONLY	Leave Daily			STATIONS
Yard BKWFT		5.25PM	5.15PM	3.25PM	9.45AM	9.35AM	7.40AM	30.0	TO-R	SOUTH VALLEJO 1.1
		s 5.28	s 5.18	s 3.30	s 9.50	s 9.40	s 7.43	31.1		NORTH VALLEJO 0.7
		f	f	f	f	f	f	31.8		LOUISIANA ST. 0.5
		f	f	f	f	f	f	32.3		HILLCREST 2.1
24		f 5.36	f 5.26	f 3.36	f 9.55	f 9.45	f 7.49	34.4		FLOSDEN 2.5
								36.9		STANDARD 0.4
Yard WY P	7.10AM	s 5.45	s 5.35PM	s 3.45PM	s 10.05	s 9.55AM	s 7.57AM	37.3	TO-R	NAPA JUNCTION 0.7
								38.0		Napa Valley Ry. Crossing 0.9
		f			f			38.9		MIDDLETON 2.1
		f 5.54			f 10.12			41.0		RATTO 0.7
		f			f			41.7		SUSCOL 2.5
		f			f			44.2		IMOLA 1.2
								45.4		Napa Valley Ry. Crossing 0.1
Yard 30 BKW	7.40	s 6.05PM			s 10.24			45.5	TO-R	NAPA 2.3
6	8.15				f 10.29			47.8		UNION 2.4
12					f 10.35			50.2		OAK KNOLL 1.5
9					f			51.7		TRUBODY 2.3
22 W	8.35				s 10.45			54.0	TO	YOUNTVILLE 3.5
27	9.10				s 10.52			57.5	TO	OAKVILLE 1.9
19	9.25				s 10.57			59.4	TO	RUTHERFORD 1.8
20	9.35				f 11.02			61.2		ZINFANDEL 0.9
								62.1		THOMANN 0.3
22					f			62.4		CRANE 1.2
22	9.45				s 11.07			63.6		ST. HELENA 0.9
11					f			64.5		KRUG 0.8
13					f 11.12			65.3		BARRO 2.2
7 W					f			67.5		BALE 0.8
16					f 11.20			68.3		LARKMEAD 0.7
10 W					f			69.0		MAPLE 2.7
10 WT	10.30AM				s 11.33AM			71.7	TO-R	CALISTOGA
	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive SUNDAY ONLY	Arrive Daily			(41.7)
	(3.20)	(0.40)	(0.20)	(0.20)	(1.48)	(0.20)	(0.17)			..................Time over District
	10.32	23.25	21.90	21.90	24.09	21.90	25.76			..................Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction.

EASTWARD

	FROM 27 and 132	FROM 130	FROM 43 and 50	FROM 29 and 22	FROM 83	FROM 45	FROM 81 and 42	FROM 123 and 124	Distance from San Francisco	Steamer Time Table No. 191 April 4, 1926
	SUNDAY ONLY	Daily EX. SUNDAY	Daily	Daily	SATURDAY ONLY	Daily	Daily	Daily EX. SUNDAY		STATIONS
	9.00PM	6.35PM	5.00PM	2.30PM	12.40PM	10.35AM	9.20AM	7.16AM	28.0	VALLEJO JCT.
WF			5.13				9.35	7.31	30.0	SOUTH VALLEJO
	9.25PM	7.00PM	5.30PM	3.00PM	1.05PM	11.00AM	10.00AM	7.50AM	31.6	NORTH VALLEJO WHF.

WESTWARD

Time Table No. 191 April 4, 1926	Distance from Calistoga	FIRST CLASS				SECOND CLASS		FOURTH CLASS
		151	153	155	157	169	173	263
		Napa San Francisco Passenger	Santa Rosa San Francisco MOTOR	Santa Rosa San Fran. MOTOR	Calistoga San Francisco MOTOR	Suisun-Fairfield Vallejo MOTOR	Suisun-Fairfield Vallejo MOTOR	Calistoga Local Freight
STATIONS		Arrive Daily	Arrive Daily	Arrive SUNDAY ONLY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY
TO-R SOUTH VALLEJO 1.1	41.7	s 8.12AM	s 8.22AM	s 4.00PM	s 4.10PM	s 10.35AM	s 6.02PM	
NORTH VALLEJO 0.7	40.6	s 8.08	s 8.18	s 3.56	s 4.06	s 10.28	s 5.58	
LOUISIANA ST. 0.5	39.9	f	f	f	f	f	s	
HILLCREST 2.1	39.4	f	f	f	f	f	f	
FLOSDEN 2.5	37.3	f 8.02	f 8.12	3.50	f 4.00	f 10.15	f 5.50	
STANDARD 0.4	34.8							
TO-R NAPA JUNCTION 0.7	34.4	s 7.57	8.07AM	3.45PM	s 3.55 3.50	10.05AM	5.45PM	2.30PM
Napa Valley Ry. Crossing 0.9	33.7							
MIDDLETON 2.1	32.8	f			f			
RATTO 0.7	30.7	f 7.47			f 3.40			
SUSCOL 2.5	30.0	f			f			
IMOLA 1.2	27.5	f			f			
Napa Valley Ry. Crossing 0.1	26.3							
TO-R NAPA 2.3	26.2	7.40AM			s 3.32			2.00
UNION 2.4	23.9				f 3.22			1.30
OAK KNOLL 1.5	21.5				f 3.15			
TRUBODY 2.3	20.0				f			
TO YOUNTVILLE 3.5	17.7				s 3.08			1.15
TO OAKVILLE 1.9	14.2				s 3.01			12.45
TO RUTHERFORD 1.8	12.3				s 2.57			12.35
ZINFANDEL 0.9	10.5				f 2.52			12.15
THOMANN 0.3	9.6							
CRANE 1.2	9.3				f			
ST. HELENA 0.9	8.1				s 2.47			12.05PM
KRUG 0.8	7.2				f			
BARRO 2.2	6.4				f 2.43			
BALE 0.8	4.2				f			
LARKMEAD 0.7	3.4				f 2.37			
MAPLE 2.7	2.7				f			
TO-R CALISTOGA	0.0				2.30PM			11.33AM
(41.7)		Leave Daily	Leave Daily	Leave SUNDAY ONLY	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY
Time over District		(0.32)	(0.15)	(0.15)	(1.40)	(0.30)	(0.17)	(2.57)
Average speed per hour		29.06	29.20	29.20	25.02	14.60	25.76	11.66

Cross-over switch at west end of Union siding must be lined up for West Napa line and sidings must be kept clear between these switches.

Westward trains are superior to trains of the same class in the opposite direction.

WESTWARD

Steamer Time Table No. 191 April 4, 1926	Distance from No. Vallejo Wharf	TO 123-124 and 28	TO 81 and 42	TO 45	TO 83	TO 29 and 22	TO 43 and 50	TO 130	Light	TO 27 and 132	Light
STATIONS		Daily EX. SUNDAY	Daily	Daily	SATURDAY ONLY	Daily	Daily	Daily EX. SUNDAY	Daily EX. SUNDAY	SUNDAY ONLY	SUNDAY ONLY
VALLEJO JCT.	3.6	7.05AM	8.42AM	10.30AM	12.30PM	2.15PM	4.35PM	6.30PM		8.45PM	
SOUTH VALLEJO	1.6	6.50AM	8.24				4.15		7.15PM		9.45PM
NORTH VALLEJO WHF.	0.0		8.05AM	10.05AM	12.01PM	1.45PM	4.00PM	6.00PM	7.05PM	8.15PM	9.30PM

	EASTWARD											WESTWARD						
Capacity of Sidings in Car Lengths	THIRD CLASS			FIRST CLASS				Distance from San Francisco via Vallejo		Time Table No. 191 April 4, 1926.	Distance from Santa Rosa	FIRST CLASS				FOURTH CLASS		
	290	292	262	172	168	156	152					153	155	167	171	291	263	293
	Schellville Freight	Santa Rosa Local Freight	Calistoga Freight	Suisun Fairfield Vallejo MOTOR	Suisun Fairfield Vallejo MOTOR	San Francisco Santa Rosa MOTOR	San Francisco Santa Rosa MOTOR					Santa Rosa San Francisco MOTOR	Santa Rosa San Francisco MOTOR	Vallejo Suisun Fairfield MOTOR	Vallejo Suisun Fairfield MOTOR	Schellville Freight	Calistoga Freight	Santa Rosa Local Freight
	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave SUNDAY ONLY			STATIONS		Arrive Daily	Arrive SUNDAY ONLY	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY
Yard BKWFYP	9.30AM	7.00AM	6.20AM	5.00PM	9.10AM			50.5	TO-R	SUISUN-FAIRFIELD 2.6	49.9			s 8.40AM	s 4.30PM	2.00PM	4.00PM	4.10PM
					f			47.9		SUBEET 1.7	47.3			f				
33	9.40	7.08	6.28	f	f			46.2		THOMASSON 1.4	45.6			f	f	1.40	3.45	3.55
27W	9.45	7.12	6.32	s 5.12	s 9.22			44.8	TO	CORDELIA 3.8	44.2			s 8.27	s 4.20	1.25	3.35	3.45
60	10.00	7.25	6.45	f 5.20	f 9.30			41.0		CRESTON 3.7	40.4			f 8.17	f 4.07	1.10	3.20	3.30
Yard 70WYP	10.50	**8.05**	7.00AM	s 5.30PM	s 9.40AM	5.37PM	9.57AM	37.2	TO-R	NAPA JUNCTION 0.4	36.7	s **8.05**AM	s 3.45PM	**8.10**AM	4.00PM	12.55	3.00PM	3.10
								37.6		Napa Valley Ry. Crossing 0.4	36.4							
74								38.0		LOMBARD 2.7	34.9							
						f	f	40.7		BRAZOS 1.5	33.3	f	f					
	11.05	8.20				f 5.47	f 10.07	42.2	Block Signals	BUCHLI 2.2	31.8	f 7.54	f 3.34			12.40		2.50
						f	f	44.4		MERAZO 1.3	29.6	f	f					
	11.15	8.30				f 5.53	f 10.13	45.7		RAMAL 0.7	28.3	f 7.48	f 3.28			12.30		2.40
								46.4		DONOVAN 0.9	27.6							
								47.3		TULE VISTA 0.2	26.7							
						f	f	47.5		WECHICKA 1.3	26.5	f	f					
								48.8		N. W. Pac. Ry. Crossing 0.4	25.2							
19 Interchange	11.40AM	8.40				s 6.00	s 10.20	49.2	R	SCHELLVILLE 3.1	24.8	s 7.40	s 3.20			12.05PM		2.25
						f	f	52.3		SNYDER 1.4	21.7	f	f					
74 W		9.00				s 6.08	s 10.27	53.7	TO	EL VERANO 0.7	20.3	s 7.32	s 3.12					2.05
						f	f	54.4		BOYES SPRINGS 1.0	19.6	f	f					
						f	f	55.4		AGUA CALIENTE 0.9	18.6	f	f					
						f	f	56.3		SOBRE VISTA 0.3	17.7	f	f					
								56.6		N. W. Pac. Ry. Crossing 0.2	17.4							
11						f 6.17	f 10.36	56.8		YULUPA 0.7	17.2	f 7.22	f 3.02					
2						s 6.19	s 10.38	57.5		ELDRIDGE 1.5	16.5	s 7.20	s 3.00					
						s 6.22	s 10.41	59.0		GLEN ELLEN 0.6	15.0	s 7.17	s 2.57					
						f	f	59.6		WARFIELD 1.4	14.4	f	f					
2						f 6.26	f 10.45	61.0		BELTANE 0.7	13.0	f 7.13	f 2.53					
						f	f	61.7		FELICE 0.9	12.8	f	f					
						f	f	62.6		WILDWOOD 0.8	11.4	f	f					
21		9.45				s 6.32	s 10.50	63.4	TO	KENWOOD 1.4	10.6	s 7.07	s 2.47					1.15
						f	f	64.8		LAWNDALE 0.7	9.2	f	f					
2						f	f	65.5		LOS GUILICOS 1.3	8.5	f	f					
20						f 6.40	f 10.57	66.8		ANNADEL 1.6	7.2	f 7.00	f 2.40					
								68.4		OLESON 0.9	5.6							
15						f	f	69.3		MELITTA 1.9	4.7	f	f					
12 Spur						f	f	71.2		BAKU 2.8	2.8	f	f					
22 WTY Interchange		10.20AM				s 7.00PM	s 11.15AM	74.0	TO-R	SANTA ROSA	0.0	6.45AM	2.25PM					12.15PM
	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive SUNDAY ONLY			49.9		Leave Daily	Leave SUNDAY ONLY	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY
	(2.10)	(3.20)	(0.40)	(0.30)	(0.30)	(1.23)	(1.18)			Time over District		(1.20)	(1.20)	(0.30)	(0.30)	(1.55)	(1.00)	(3.55)
	11.58	14.97	19.80	26.40	26.40	26.53	28.49			Average speed per hour		27.52	27.52	26.40	26.40	13.04	13.20	12.74

Westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	For Passengers To or From
152-153 155-156	Hillview	Any Station

Capacity of sidings in car lengths	EASTWARD FIRST CLASS 146 San Ramon Mixed Leave Daily EX. SUNDAY	Distance from San Francisco		Time Table No. 191 April 4, 1926 STATIONS	Distance from Radum	WESTWARD SECOND CLASS 145 San Ramon Mixed Arrive Daily EX. SUNDAY
45 Y	10.05AM	38.1	TO-R	AVON 1.5	29 7	s 3.40PM
		39.6		HAPRESS 1.4	28.2	f
		41.0		GALINDO 1.5	26.8	
80 W	s10.15	42.5	TO	CONCORD 0.7	25.3	s 3.25
	f	43.2		NACIO 1.9	24.6	
	s10.20	45.1		HOOKSTON 0.7	22.7	f 1.50
Interchange Track	f10.25	45.8		LAS JUNTAS S. F. and S. Crossing 1.5	22.0	f 1.40
		47.3		OXLEY 0.9	20.5	
24	s10.35	48.2	TO	WALNUT CREEK 2.4	19.6	s 1.30
	f	50.6		WIDBERO 2.0	17.2	
18	f10.50	52.6		ALAMO 2.2	15.2	f 1.10
57	s11.00	54.8	TO	DANVILLE 1.6	13.0	s 1.00PM
	f	56.4		OSAGE 1.3	11.4	
29 T	s11.10AM	57.7	R	SAN RAMON 3.6	10.1	s11.30AM
		61.3		FOREST HOME 2.3	6.5	
71		63.6		DOUGHERTY 2.8	4.2	
31		66.4		ASCO 1.4 Western Pac. Crossing	1.4	
I Y P		67.8		RADUM	0.0	
	Arrive Daily EX. SUNDAY			(29.7)		Leave Daily EX. SUNDAY
	(1.05)			Time over District		(4.10)
	18.09			Average speed per hour		4.70

Westward trains are superior to trains of the same class in the opposite direction.

EASTWARD

WESTWARD

Capacity of sidings in car lengths.				Distance from San Francisco	Time Table No. 191 April 4, 1926. STATIONS	Distance from Union			
				42.2	BUCHLI 1 6	8.6			
				43.8	CARNEROS 1.6	7.0			
18				45.4	STANLEY 3 4	5.4			
24 WT				48.8	WEST NAPA 1.3	2.0			
				50.1	Napa Valley Ry. Crossing 0.7	0.7			
6				50.8	UNION	0.0			
					(8 6)				
					.... Time over District				
					.... Average speed per hour...............				

Cross-over switch at west end of Union siding must be lined up for West Napa Line and siding kept clear between these switches.

EASTWARD

WESTWARD

Capacity of sidings in car lengths.	FIRST CLASS			Distance from San Francisco	Time Table No. 191 April 4, 1926. STATIONS	Distance from Wingo	SECOND CLASS		
			404 Freight Leave MONDAYONLY				403 Freight Arrive MONDAYONLY		
			8.48AM	45.7	RAMAL 2 0	2.0	s 9.13AM		
(Siding on N.W.P.Ry.)			s 9.00AM	47.7	WINGO	0.0	9.01AM		
			Arrive MONDAYONLY		(2.0)		Leave MONDAYONLY		
			(0.12)		.... Time over District		(0.12)		
			10.00		.......................Average speed per hour.......................		10.00		

Trains using siding of N. W. P. Railway at Wingo must observe Rule 99, and be governed by current Time Table N. W. P. Railway.

EASTWARD

WESTWARD

Capacity of sidings in car lengths.		FIRST CLASS 108 Elmira Rumsey Mixed	106 Elmira Winters Mixed	Distance from San Francisco	Time Table No. 191 Abril 4, 1926. STATIONS	Distance from Rumsey	SECOND CLASS 105 Winters Elmira Mixed	107 Rumsey Elmira Mixed		
		Leave Daily	Leave Daily				Arrive Daily	Arrive Daily		
BK WFY 101		9.15AM	6.00AM	59.4	TO-R ELMIRA 4 8	51.1	s 8.45AM	s 5.15PM		
13		s 9.30	s 6.25	63.7	Block Signals } TO VACAVILLE 1 9	46.8	s 8.35	s 5.00		
		9.35	f	65.6	VIOLET 2.9	44.9	f	f 4.17		
24		f 9.41	f	68.5	HARTLEY 1 8	42.0	f	f 4.10		
		9.46	f	70.3	ALLENDALE 3 7	40.2	f	f 4.05		
20		f 9.54	f 6.45	74.0	WOLFSKILL 2.0	36.5	f 8.15	f 3.55		
WT 23		s 10.00	s 6.50AM	76.0	TO-R WINTERS 4.3	34.5	8.10AM	s 3.50		
16		f 10.10		80.3	NORTON 3 3	30.2		f 3.00		
18		f		83.6	CITRONA 3.2	26.9		f 2.50		
20		s 10.30		86.8	MADISON 3.1	23.7		s 2.40		
W 41		s 10.40		89 9	TO ESPARTO 2.0	20.6		s 2.18		
20		s 11.05		91.9	CAPAY 4.7	18.6		s 2.08		
20		f		96.6	CADANASSA 2.3	13.9		f		
		s		98.9	ECKHARD 1.8	11.6		s		
20		s 11.35		100.7	TANCRED 2.6	9.8		s 1.48		
20		f 11.45AM		103.3	BERWICK 1.0	7.2		f 1.38		
3		f		104.3	AMARANTH 1.3	6.2		f		
21		s 12.05PM		105.6	TO GUINDA 0 6	4.9		s 1.30		
5		f		106.2	SAUTERNE 1.7	4.3		f		
20		f		107.9	CASHMERE 2.6	2.6		f		
WT 19		s 12.40PM		110.5	R RUMSEY	0.0		1.10PM		
		Arrive Daily	Arrive Daily		(51.1)		Leave Daily	Leave Daily		
		(3.25)	(0 50)		.... Time over District		(0.35)	(4.05)		
		14.96	19.92		.... Average speed per hour		28.46	12.51		

ADDITIONAL STOPS:—Nos. 105, 106, 107 and 108 at Paddon (m. p. 67½) on signal.

Westward trains are superior to trains of the same class in the opposite direction.

SPECIAL INSTRUCTIONS ☞ "SAFETY FIRST"

THE FOLLOWING APPLICATIONS AND ADDITIONS ARE MADE TO THE BOOK OF RULES:

RULE 2. The following are designated Watch Inspectors:

S. A. Pope, Supervisor of Time Service, 65 Market Street, San Francisco

Oakland	H. Bullard, 1788 Seventh Street and 433 Fourteenth Street		
Alameda	A. O. Gott	Winters	C. E. Wyatt
Berkeley	W. R. Burke	Sacramento	H. T. Harger, 1008 K St.
Richmond	O. A. Poulsen	Roseville	H. T. Harger
Crockett	C. R. Smith	Martinez	F. L. Roseborough
Vallejo	G. E. Bangle Co.	Tracy	R. Von Dack & Son
Napa	E. A. Oppliger	Livermore	C. Harlie Power
Santa Rosa	John Hood Co.	San Jose	R. Kocher & Son
		San Jose	Cheney & Cheney

RULE 10 (G). Where there are two or more main tracks, an unattended red signal will not apply to the track on which a train is running if displayed beyond the first rail of an adjoining track.

RULE 72. When a section of double track is being used as single track under Form *D*-S, westward trains are superior to trains of the same class in the opposite direction.

RULE D-72 AND 73. Trains between Oakland Pier and Elmhurst will move irrespective of superiority, when moving with the current of traffic. Freight trains must avoid delaying passenger trains. Freight trains or Yard Engines must not leave West Oakland unless they have five minutes or more to clear a first class train moving in the same direction.

RULE 83 (A)

At the following stations, only trains originating and terminating will register:

Davis
Martinez
Avon
Schellville
Winters

At College Park, only No.'s 501 and 502 will register.

RULE 83 (B). At open train-order offices trains may register by ticket as follows:

Elmhurst	Regular trains
Niles	Nos. 79 and 80
Newark	Nos. 73 and 74
Redwood Junction	All trains
Port Costa	No. 51

RULE 83 (C)

Extra trains will register at Niles, Newark, Port Costa, Benicia, Napa Junction.

RULE 83 (D). Trains must obtain a clearance card before leaving:

Port Costa	(except eastward trains via Benicia)
Benicia	eastward trains
Niles Newark	all trains.
Napa Junction	when such station is an open train-order office.
Schellville	No. 291....when such station is an open train-order office.

RULE 93. Oakland Yard: Between Oakland Pier and yard limit signs east of Elmhurst on Elmhurst-Tracy and Elmhurst-College Park Lines; Stonehurst; San Pablo, including Richmond Transfer and Richmond Belt Railway; and East Bay Electric lines.

Yard limits are defined by yard limit signs at the following stations:

PORT COSTA
DAVIS
NAPA
BENICIA
SOUTH VALLEJO
NILES
SUISUN-FAIRFIELD
NAPA JUNCTION
NEWARK

RULE D 97 (A). On double track trains may run extra, moving with the current of traffic without running orders between Oakland Pier and Sacramento; Oakland Pier and Elmhurst.

RULE 98. THE NORMAL POSITION OF SWITCHES AT THE END OF DOUBLE TRACK AND AT JUNCTIONS WILL BE AS FOLLOWS:

Elmhurst (end of double track)—For Eastward track.

Whistle signals:—One long and one short for College Park line.
One long, one short and one long for Tracy line.
One short and two long for Stonehurst line.

RAILROAD CROSSINGS AT GRADE, NOT INTERLOCKED:

Sacramento Northern Railway, at Suisun-Fairfield trains will approach crossing prepared to stop and be governed by signals from crossing flagman.

Napa Valley Railway, 1900 feet east of Napa Junction on Santa Rosa Line, STOP.

Napa Valley Railway, 3600 feet east of Napa Junction on Calistoga Line, STOP.

N. W. Pac. Railway, 2200 feet west of Schellville, STOP.

N. W. Pac. Railway, 1000 feet west of Yulupa, STOP.

Napa Valley Railway, 3200 feet west of Union, on Buchli-Union Line, STOP.

Napa Valley Railway, 600 feet west of Napa, on Calistoga Line, STOP.

San Francisco & Sacramento Railway, 4000 feet east of Hookston on Avon-Radum Line, STOP.

Western Pacific Railway, between Elmhurst and Stonehurst, STOP.

DRAWBRIDGES INTERLOCKED WITH OR GOVERNED BY SEMAPHORE SIGNALS:

Sacramento	Sacramento River.
Cygnus	Cordelia Slough.
Avon	Pacheco Slough.
Dumbarton	San Francisco Bay.
West of Newark	Newark Slough.
Between Albrae and Alviso	Warm Springs Creek. Coyote Creek.
Brazos	Napa River.

DRAWBRIDGES NOT INTERLOCKED:

700 feet east of Napa.—Napa River, STOP.
1000 feet west of Wingo Junction switch.—Steamboat Slough, STOP.

RULE D-152. Within block signal limits, after switches of a cross-over are thrown, wait five minutes before crossing over unless block signals protecting the movement can be seen to be in stop position not less than one-half mile distant, but Rule 99 must be complied with.

RULE 221. That portion of Rule 221 reading "Train-order office hours will be shown in the time-table" is cancelled.

When a train-order signal indicates proceed in both directions by day, and in addition the light indicates proceed by night, the office will be considered a closed train-order office.

RULE 516. Overlaps are located at:

Ramal (2000 feet east)	Westward trains.
Bay Point	Eastward trains.
Newark (500 feet west of east switch, S. P. C. Line)	Westward trains.
Nichols (150 ft. east of west switch)	Eastward trains.
Dumbarton	Eastward trains.
Wayne (Highway Crossing)	Eastward trains.
Santa Clara (1600 feet west of east switch)	Eastward trains.

Overlap posts are painted white at the top and black at the base and are about six feet high.

Before entering block signal limits at Buchli, trains from Buchli-Union line must set junction switch for that line. If no obstruction in the block, signal will indicate "proceed."

Before entering block signal limits at Ramal, trains from the Wingo line must set junction switch for that line. If no obstruction in the block, signal will indicate "proceed."

RULE 873. DESCENDING LONG GRADES: This applies between Midway and Ulmar, Pleasanton and Niles, Cordelia and Napa Junction.

RULE 875. Running air brake test must be made:

One mile east of Benicia—Westward trains.
Oakland, 16th St.—Westward trains for Oakland Pier.
Also Equipment being handled between Oakland Pier and West Oakland.

RULE 876. Standing air brake test must be made at:

Oakland Pier	Equipment for West Oakland
West Oakland	Equipment for Oakland Pier.
Altamont	All trains except passenger trains that do not stop.
Napa Junction	Trains via Cordelia.
Cordelia	Eastward trains that stop.
Creston	All trains except passenger trains that do not stop.

AUTOMATIC BLOCK SYSTEM

Between Buchli and Ramal train must wait ten minutes before following flagman.

When stopped by a block signal which governs movement over a draw-bridge train must be preceded by flagman.

INTERLOCKING

Movements governed by short-arm or dwarf signals must be made with caution and position of switches observed, as such signals govern movements for various routes.

On double track within the limits of Oakland yard towermen may arrange to move trains from one tower to another against the current of traffic, after having an understanding by telephone for each movement. Before moving trains against the current of traffic they must know that track to be used is clear of opposing engines and trains.

OAKLAND PIER TOWER

Limits extend eastward to signal bridge 102 on tracks 1, 2, 3 and 4; and to signal bridge 105 on tracks 5, 6, 7, 8, 9 and 10.

When siren whistle on Oakland Pier tower is sounded all engines and trains moving within district controlled by this tower must stop and await proper signal.

The last signal which a train may receive entering any track at Oakland Pier is a double arm home and distant dwarf signal. If home signal is in proceed position and distant signal at caution it indicates train is entering track occupied by cars. Responsibility for collision will rest with train entering.

SIXTEENTH STREET TOWER—Oakland

Limits extend from signal bridge 200 to signal bridge 201.

Yard engines must obtain permission from signalman before doing work on Cedar Street.

Whistle signal for movement to West Oakland yard: ——— o.

Enginemen and trainmen on electric trains may accept hand signal from tower window to move against fixed signals.

SHELLMOUND TOWER

Limits on main tracks extend from signal bridge 205 to signal bridge 206.

Whistle signal for westward trains approaching Shellmound tower on track No. 2, for West Oakland yard: ——— o.

WEST OAKLAND TOWER—First and Cedar Streets, Oakland

Limits on First Street main tracks extend from signal bridge 111 to signal bridge 112.

Cedar Street single track is controlled by West Oakland and 16th Street towers. Trains will use this track against opposing trains on receiving signal.

MAGNOLIA TOWER—First and Chestnut Streets, Oakland

Limits on eastward main track extend from home signal 1600 feet west of Western Pacific crossing to dwarf signal 200 feet east of crossing; on westward main track from home signal 500 feet east of Western Pacific crossing to dwarf signal 480 feet west of crossing.

FRUITVALE TOWER—Fruitvale

Limits on main tracks extend from signal bridge 123 to signal bridge 127.

PORT COSTA TOWER—End of double track—Port Costa

Limits extend from home signal 50 feet east of double track junction switch to dwarf signal 400 feet on westward track and to home signal 600 feet on eastward main track.

DAVIS TOWER

Limits on double track extend from home signal 1200 feet west of tower to signal bridge, 1700 feet east of tower; on Davis-Tehama line to signal bridge 1200 feet north of tower.

Whistle signal to and from Sacramento, for the Davis-Tehama line, ———— o.

MIKON TOWER—Crossing Sacramento-Northern Railway

Limits extend from home signal 500 feet west of crossing to home signal 500 feet east of crossing.

RADUM TOWER—Junction of Niles-Tracy line and Radum-Avon line

Limits on main track extend from home signal at west Wye switch to home signal at east Wye switch and on Radum-Avon line to home signal at Wye switch.

No signalman at Radum Tower.

Normal position of the interlocking signals for the Niles-Tracy line and Western Pacific main track will be in proceed position in both directions.

If necessary to make a train movement from Niles-Tracy line to Radum-Avon line, or vice versa, it will be necessary to call the signal maintainer who resides on opposite side of track from the tower. He will operate signals and switches for such movements.

If a train on the Niles-Tracy line should find the interlocking signals in the "stop" position, it will flag through the plant.

NILES TOWER—Crossing of Western Pacific Ry.

Limits extend from home signal 1000 feet west of Western Pacific crossing to home signal at Wye switches on Niles-San Jose and Dumbarton lines respectively.

Whistle signals:
For San Jose, ——— o.
For Centerville ——— o ———.
For Niles o ——— o.

SPECIAL INSTRUCTIONS.

MISCELLANEOUS.

Electric trains have preference over main line trains at Fruitvale.

SIDINGS

1. BAY POINT.—Eastward siding is the first track on bay side of the main track. Westward siding is the first track on the station side.

2. NEWARK.—The siding of the College Park line is east of the station building. The siding of the Dumbarton line is west of the crossing of the College Park line.

3. SANTA CLARA.—The siding is the short track opposite the station building.

4. Western Division trains holding orders to display signals to College Park will continue to do so on Coast Division, College Park to San Jose, and will display signals from San Jose when holding orders to display signals on Western Division from College Park.

5. Trains standing on freight tracks Nos. 1 and 2 west of signal bridge 201 within limits of Sixteenth Street interlocking plant need not protect. Trains must approach and move within these limits expecting to find tracks occupied by other trains.

6. A yard engine must be protected before crossing Western Pacific on Stonehurst Line and at Third and Fallon Streets, San Francisco & Oakland Terminal, Ward Street on Shattuck Avenue Line and Parker Street on Ninth Street Line.

7. Trains on Track No. 1 between San Pablo and 16th Street Station, when calling in flagman from the east, will give six long sounds of the whistle.

8. Trains on Track No. 2, between 16th Street Station and Shellmound Tower, when calling in flagman from the west will give four long and one short sounds of the whistle.

9. Two yardmen must be with engine when handling two cars or more at Oakland Pier. In no instance must both yardmen ride on the same platform.

10. But one train should occupy Broadway Station or tracks between Washington and Franklin Streets at the same time. If necessary for two trains to occupy this territory, but one train at a time should be moving. Passenger trains must be given preference.

11. Trains using the working track between Port Costa and Vallejo Junction, when calling in flagman from the east will give six long sounds of the whistle.

12. At Elmhurst, trains on the South Pacific Coast Line, when calling in flagman from the east will give six long sounds of the whistle.

13. At Niles. Trains on the Milpitas Line when calling in flagman from the East will give six long sounds of the whistle.

14. At Newark, Santa Clara and College Park, trains on the Elmhurst-College Park Line when calling in flagman from the west, will give four long and one short sounds of the whistle; when calling in flagman from the east, will give six long sounds of the whistle.

15. At Napa Junction, trains on the Santa Rosa Line, when calling in flagman from the east, will give six long sounds of the whistle.

16. At Suisun-Fairfield, Trains via Napa Junction Line when calling in flagman from the east will give six long sounds of the whistle.

17. At Davis, trains via Davis-Tehama Line, when calling in flagman from the east will give six long sounds of the whistle.

18. Trains must not pass the switchtender's cabin at Fourth and Sixth Streets and east end of Sacramento River bridge without receiving signal to proceed.

19. Engines or trains using the wye at Napa Junction must approach from the Suisun-Fairfield Line and go around via the Calistoga Line.

20. The working track between Port Costa and Vallejo Junction may be used by westward freight trains not exceeding 15 miles per hour, displaying markers as per Rule D-19, same as though running against current of traffic.

21. Headlights of engines standing at the end of wharf at Oakland Pier must be concealed when steamers are entering slip. Headlights of eastward trains must be concealed while standing at Oakland Pier and must be dimmed until tower has been passed.

22. Between the hours of 9 P. M. and 6 A. M. engine bells must not be rung except in emergency while passing through or switching in city limits of Napa.

It is unlawful to switch a car or engine on or across any public highway in the city of Napa unless a flagman is stationed at the crossing, and he must remain there until switching is completed.

23. Whistle signal 14 (*l*) must be sounded and bell kept ringing when entering or leaving the Sugar Co.'s yard at Alvarado or approaching their road crossing.

TRAINS USING BENICIA FERRY WILL BE GOVERNED BY FOLLOWING REGULATIONS:

30. When loading or unloading steamer at Port Costa or Benicia, engines with or without cars will reduce speed to 6 miles per hour, this rate of speed to apply as soon as cars or engine commence moving on apron, and when unloading not to be exceeded until cars or engine are clear of apron.

31. Engines standing at end of apron awaiting transfer on steamer must have headlights concealed whenever reflection is directly over apron into slip.

32. While engines are standing on steamer, driving wheels must be blocked, and injector must not be opened. Engines must not be placed over the hatches to engine room.

PASSENGER TRAINS

33. Head brakeman must ride rear end of first cut onto steamer and set brakes, when rear car is a coach or a sleeper.

Rear brakeman must ride head end of second cut onto steamer and set brakes.

Yardmen must ride head ends of third and fourth cuts, and set brakes.

However, if head cut consists entirely of head-end cars, head brakeman will ride head end of second cut, rear brakeman will ride head end of third cut, and yardmen will ride head end of fourth cut.

34. When each cut has stopped on steamer, trainmen must open vestibule doors and traps and keep them in that position until steamer has landed. Passengers must be cautioned against leaning out of windows or vestibule doors and must be kept off platform while trains are moving on or off steamer. Vestibule tail gates must be kept in proper position.

Before trains are moved on or off steamer air test must be made as follows:

When yard engine couples to second, third or fourth cuts of a train to push on steamer, tail hose must be attached to leading car and a reduction of air must be made through tail hose—enginemen to observe reduction of air before releasing brakes. Rear end test not necessary for head portion of train handled on and off steamer by road engine. In moving off the steamer rear end test must be made on portions of train pulled off by yard engine. Not necessary to make rear end test on portions of train pushed off by yard engine.

35. Trains to and from ferry steamer will make station stops at Port Costa for exchange of passengers, baggage, mail and express.

FREIGHT TRAINS

36. Before pushing a cut of cars onto steamer each car must be connected with the engine by air. Yardmen must assure themselves that air brakes are working through entire cut of cars before pushing cut onto steamer by making air test as provided in Rule 17, Air Brake Rules.

37. Yard engine when pushing cut of cars onto steamer must stop the forward end of cut two car lengths from the further end of steamer, when yardman must apply pilot hose. They will then push as far as necessary, yardman to walk with cut of cars so he can apply the air should an emergency arise. A pilot hose will be placed on each end of the steamer for this purpose.

38. Brakemen must assist deck hands in setting hand brakes when loading steamer and will see that hand brakes are released when unloading. Yardmen are not required to set hand brakes, except in emergency.

MAIN TRACKS

39. Main tracks between Oakland Pier and Bay Street (Oakland) numbering from the north, are designated as 1, 2, 3, 4, 5, 6, 7, 8, 9 and 10, and used as follows:

No. 1—Westward Trains, via Oakland (Sixteenth Street).
2—Eastward Trains, via Oakland (Sixteenth Street).
3—Westward Electric Trains, via Oakland (Sixteenth Street).
4—Eastward Electric Trains, via Oakland (Sixteenth Street).
5—Westward Electric Trains, via Seventh Street.
6—Eastward Electric Trains, via Seventh Street.
7—Westward Trains, via Oakland (First Street).
8—Eastward Trains, via Oakland (First Street).
9—Westward running track from passenger yard (First Street).
10—Eastward running track to passenger yard (First Street).

Main tracks between Oakland 16th Street and Shellmound Tower, numbering from the Bay, are designated as 1, 2, 3, 4, 5, and 6, and used as follows:

No. 1—Westward Freight Trains.
2—Eastward Freight Trains.
3—Westward Passenger Trains.
4—Eastward Passenger Trains.
5—Westward Electric Trains.
6—Eastward Electric Trains.

Main tracks between Shellmound Tower and San Pablo numbering from the Bay, are designated as 1, 2, and 3, and used as follows:

Track No. 1 is the first track from the Bay, and extends from Oakland 16th Street to the east end of San Pablo yard and may be used by westward freight trains not exceeding 15 miles per hour.

Track No. 2 is the second track from the Bay, and extends from Shellmound Tower to Port Costa and will be used by westward trains.

Track No. 3 is the third track from the Bay, and extends from Shellmound Tower to Port Costa and will be used by eastward trains.

Trains using track No. 1 between San Pablo and Shellmound display markers as per Rule D-19 the same as though running against the current of traffic.

Tracks between East Oakland and Sather will be designated as 1, 2, 3, and 4 and used as follows:

No. 1—Westward Electric Trains.
2—Eastward Electric Trains.
3—Westward Steam Trains.
4—Eastward Steam Trains.

SPEED RESTRICTIONS.

SPEED OF PASSENGER TRAINS IS RESTRICTED TO 50 MILES PER HOUR EXCEPT; BETWEEN SACRAMENTO AND CYGNUS AND BETWEEN KRIEGER AND BERKELEY UNIVERSITY AVENUE AND BETWEEN TRACY AND MARTINEZ SPEED OF PASSENGER TRAINS IS RESTRICTED TO 60 MILES PER HOUR.

SPEED OF FREIGHT AND MIXED TRAINS MUST NOT EXCEED 35 MILES PER HOUR.

Trains will not exceed the speed in miles per hour shown below:

Page	BETWEEN	Passenger	Freight	Run'g Back'd
.....	Through interlocking limits, with caution....	....	....	....
.....	Through Cross-overs and turnouts...........	10	10	10
2, 3, 4, 5	Within limits Shellmound Tower	40	25	15
2, 3, 4, 5	Oakland Pier and Berkeley, University Ave. except;	50	35	20
	Oakland, within city limits, over, along or upon any of the public streets or highways	22	22	20
2, 3, 4, 5	Berkeley, University Ave..................	10	10	10
2, 3, 4, 5	Curves M. P. 19 and 21 Giant and Krieger ...	50	....	....
2, 3, 4, 5	Krieger and Port Costa......................	40	25	20
2, 3, 4, 5	No. 9 passing Richmond......................	12	....	....
2, 3, 4, 5	When shoving or backing passenger equipment	15	....	15
6, 7	Benicia and M. P. 35........................	45	25	20
6, 7	M. P. 35 and Cygnus, except;	50	35	20
6, 7	On curve ½ mile east of M. P. 35..........	40	35	20
6, 7	On westward track ¼ mile west of M. P. 35 to M. P. 34............................	40	35	20
6, 7	Cygnus drawbridge........................	35	25	10
6, 7	Suisun-Fairfield and Davis Yards.......	30	20	10
6, 7	Trestles 81-A, 83-A, 83-B and 84-A Webster and Mikon	50	....	....
6, 7	Washington, within city limits...........	8	8	8
6, 7	Sacramento drawbridge....................	6	6	6
6, 7	Sacramento, within city limits...........	15	15	10
8, 9	Port Costa and Martinez....................	45	30	20
8, 9	Martinez, within city limits..............	20	20	20
8, 9	Avon drawbridge..........................	35	25	10
8, 9	Pittsburg, within city limits.............	25	25	20
10, 11	Oakland Pier and Niles, except;	50	35	20
10, 11	Oakland, within city limits, over, along or upon any of the public streets or highways...	22	22	20
10, 11	Oakland, 23rd Avenue......................	8	8	8
10, 11	Oakland, 29th Ave.........................	20	20	20
10, 11	Halvern to Alvarado.......................	10	10	10
10, 11	Niles and M. P. 34.5, except.................	35	25	15
	Between Curve Warning Signs............	30	25	10
10, 11	Mile Post 34.5 and Mile Post 52, except.. ...	50	35	20
	Between City Limits Pleasanton..........	15	15	15
	Between City Limits Livermore..........	10	10	10
10, 11	Mile Post 52 and Mile Post 53.5............	30	25	15
10, 11	Mile Post 53.5 and Mile Post 55.5..........	40	25	15
10, 11	Mile Post 55.5 and Mile Post 58.5..........	30	25	15
10, 11	Mile Post 58.5 and Mile Post 61, except......	35	25	15
	8° Curve West end Cayley Siding.........	30	25	15
10, 11	Mile Post 61 and Midway...................	40	25	15
10, 11	Midway and Tracy.........................	50	35	20
12	Niles and Redwood City, except;...........	50	35	20
12	Ravenswood Spur.........................	6	6	6
12	Dumbarton Salt Spur.....................	8	8	8
12	Dumbarton and Newark Slough drawbridges	15	15	10
12	Niles and San Jose........................	50	35	20
12	San Jose Yard............................	20	20	20
13	Elmhurst and College Park, except;.........	50	35	20
13	Newark Yard............................	10	10	10
13	Curve ¼ mile east M. P. 29	40	25	15
13	Alviso, within city limits.................	15	15	15
13	Distillery Spur, Agnews..................		6	6
13	Warm Springs and Coyote drawbridges.....	15	15	10
14, 15	South Vallejo and Napa Jct................	50	30	20
14, 15	Napa Junction and Napa....................	40	25	20
14, 15	Napa, within city limits....................	8	8	8
14, 15	Napa and Calistoga, except;................	40	25	20
14, 15	St. Helena, within city limits............	12	12	12
16	Napa Junction and Cordelia................	40	25	20
16	Cordelia and Suisun-Fairfield..............	50	25	20
16	Cordelia Winery Spur......................	10	10	10
16	Napa Junction and Santa Rosa, except;......	40	25	20
16	Santa Rosa city limits....................	5	5	5
16	Ramal, around curve......................	30	15	15
16	Eldridge and Warfield 10° curves..........	25	15	15
16	Annadel and Santa Rosa 10° curves.........	25	15	15
16	Napa River drawbridge....................	15	15	10
17	Avon and San Ramon......................	24	18	15
17	San Ramon and Radum.....................	40	25	20
18	Elmira and Violet.........................	40	35	20
18	Violet and Rumsey, except.................	30	25	20
18	Capay, within city limits................	10	10	10
18	Buchli and Union.........................	30	20	15
18	Ramal and Wingo.........................	10	10	10

Relief Trains with steam derricks must not exceed 25 miles per hour and will be governed by other speed restrictions.

Approach crossing of Seventh Street, near Roundhouse, Oakland, carefully to make sure gates are down and vehicle traffic stopped.

Continued on page 21

SPEED RESTRICTIONS—continued.

(Except as noted on page 20.)	LIGHT ENGINES Running Forward	LIGHT ENGINES Running Backward	(Except as noted on page 20.)	LIGHT ENGINES Running Forward	LIGHT ENGINES Running Backward
Engine 3600	45	20	Mogul	30	20
Pacific Type	40	20	Atlantic Type	40	20
Mikado	40	20	Consolidation	25	20
Eight Wheelers	45	20	Mallet	25	20
Ten Wheelers	45	20	Yard Engines	15	15

SPEED TABLE.

Miles per Hour	1 Mile in		Miles per Hour	1 Mile in	
	Min.	Sec.		Min.	Sec.
6	10	....	31	1	56
8	7	30	32	1	52
10	6	....	33	1	49
12	5	....	34	1	45
15	4	....	35	1	42
16	3	45	36	1	40
17	3	31	37	1	37
18	3	20	38	1	34
19	3	9	39	1	33
20	3	....	40	1	30
21	2	51	41	1	27
22	2	43	42	1	25
23	2	36	43	1	23
24	2	30	44	1	21
25	2	24	45	1	20
26	2	18	46	1	18
27	2	13	47	1	16
28	2	8	48	1	15
29	2	4	49	1	13
30	2	....	50	1	12

MAXIMUM SPEED FOR WHICH ENGINES ARE COUNTERBALANCED.

Engines with the following exceptions, are counterbalanced for a speed in miles per hour equal to the number of inches in diameter of driving wheels:

Class of Engine	Engine Numbers	Maximum Speed in Miles per Hour	Maximum Wheel Pressure
T-6	2187, 2190, 2194, 2200, 2203, 2204, 2205	50	22740 lbs.
T-6	2197, 2208	45	24110 "
T-28	2311 to 2314, 2316, 2317, 2320, 2323, 2325, 2327, 2328, 2330, 2342, 2343, 2352	54	46220 "
TW-2	2946, 2948 to 2953	43	25860 "
TW-4	2926 to 2931	44	26000 "
MM-2	4200 to 4211	56	46300 "

Note.—Maximum speed in miles per hour is based on vertical disturbing force of counterbalance not exceeding 75% of static wheel load, and maximum wheel pressures shown obtain at speeds indicated.

Consolidation freight engines. and Mikado engines, must not exceed speed of forty-five miles per hour, and Mallet engines 4200 to 4211 inclusive must not exceed speed of forty miles per hour when used in passenger service.

Maximum allowable speed of 2-10-2 Locomotive in Passenger Service will be as follows:

(a) on tangent track, 45 miles an hour;

(b) Type F-1: Restricted to same speeds on curves as are generally applicable to other passenger power;

(c) Type F-3, F-4, F-5: Restricted to 25 miles an hour on curves of 7 to 10 degrees, inclusive; on lighter curves subject to same restrictions as are applicable to locomotives of lighter type.

The above are prescribed as maximum speeds, to be suitably reduced as local conditions may require.

The above table is for the information of enginemen and must not be construed to authori zeexceeding speed restrictions.

STRUCTURES LESS THAN STANDARD CLEARANCE.

Mile Post	EAST OF	DESCRIPTION	
		OAKLAND PIER—TRACY VIA PORT COSTA	
	Oakland Pier	Posts supporting shed	Side
		Freight Slip	Side
5.5	Oakland, 16th St.	Structures of Pacific Coast Canning Co.	Side
6.6	Emeryville	Structures on track No. 6 between signal bridges 204 and 205	Side
6.6	Emeryville	Structures on Judson siding	Side
6.6	Emeryville	Umbrella Sheds	Side
6.6	Emeryville	Machine shops Judson Iron Works.	Overhead and Side
6.6	Emeryville	Umphred Warehouse	Side
7.5	Stock Yards	Corral platform	Side
7.5	Stock Yards	Fertilizer spur	Side
13.1	Stege	Hotel back of station building	Side
13.1	Stege	Buildings end of track No. 2	Side
14.5	Richmond	A. T. & S. F. Crossing	Overhead and Side
14.5	Richmond	Stone spur Bunkers	Overhead and Side
15.0	Richmond Transfer	Warehouse—Western Pipe & Steel Co.	Overhead and Side
16.5	San Pablo	A. T. & S. F. Crossing	Overhead and Side
16.6	San Pablo	Eastward & Westward Water Columns	Side
19.3	Giant	Wagon bridge	Overhead and Side
26.5	Oleum	Tramway	Overhead
26.5	Oleum	Loading racks, Union Oil Co.	Side
26.7	Oleum	Tunnel No. 1	Overhead and Side
27.7	Tormey	Tunnel No. 2	Overhead and Side
29.0	Crockett	Sugar Co. warehouse	Side
29.0	Crockett	Cal. Haw. S. R. Co.	Overhead
30.1	Eckley	Platforms of brick company	Side
30.5	Port Costa	Buildings; Bankers, California and Grangers Warehouse	Side
31.1	Port Costa	Wagon Bridge	Overhead
31.8	Nevada Dock	Platforms of brick company	Side
31.8	Nevada Dock	Long and short cable, empty and house track No. 1	Side
34.7	Martinez	Warehouse, Anderson Co.—cars to be left outside.	Overhead and Side
36.8	Peyton	Loading rack track, G. C. Co.	Side
43.2	Nichols	Wagon Bridge	Overhead
43.2	Nichols	A. T. & S. F. Ry. crossing	Overhead and Side
43.2	Nichols	General Chemical Co., ore house on spur	Side
48.9	Pittsburg	Water tank spout	Side
61.7	Brentwood	Water tank spout	Side
		PORT COSTA—SACRAMENTO	
31.2	Port Costa	Wagon Bridge	Overhead
	Stmr. Contra Costa		Overhead and Side
	Stmr. Solano		Overhead and Side
32.4	Benicia	Apron sheds and tracks	Side
32.4	Benicia	Carquinez Packing Co., buildings	Side
38.0	Goodyear	Water tank spout	Side
59.4	Elmira	Warehouse	Side
		OAKLAND PIER—TRACY VIA NILES	
	Alameda	Park Street crossing, wires	Overhead
	Oakland Pier	Posts supporting shed	Side
4.9	West Oakland	Buildings and platforms at Creosote Works	Overhead and Side
4.9	West Oakland	Freight platforms and tracks, Kirkham St. freight yards	Side
4.9	West Oakland	Water tank on Wye	Overhead and Side
7.0	Oakland, 1st St.	Warehouse track, Howard Co.	Side
7.2	Oakland, 1st St.	Buildings Sunset Lumber Co.	Overhead and Side
9.0	23rd Avenue	Pacific Wire and Steel Co. spur	Side
9.0	23rd Avenue	California Cotton Mills	Overhead and Side
9.0	23rd Avenue	California Pottery Co., spur and buildings	Side
9.7	Fruitvale	Steel bridge over estuary	Wires Overhead and Side
10.3	Sather	Chlorox Chemical Company spur	Overhead and Side
20.1	Hayward	Hunt Bros., Canneries	Side
29.2	Niles	New Bunkers, Calif. Bldg. Mat'l Co.	Overhead and Side
29.2	Niles	New Bunkers of Niles Sand and Gravel Co.	Side
40.9	Pleasanton	Platform on beet tracks Nos. 1 and 2	Side
42.4	Remillard	Platform and Shed, Remillard Brick Co.	Side
46.9	Livermore	Livermore Brick Co., shed and loading platform over high line track	Overhead and Side
		ELMHURST—COLLEGE PARK	
30.6	Newark	Water tank spout	Side
30.6	Newark	Buildings Graham Mfg. Co., Foundry Spur	Side
41.7	Agnew	Track leading into distillery	Side
		AVON—RADUM	
44.6	Nacio	Bridge	Overhead and Side
45.8	Las Juntas	Trolley wire, Interchange track	Overhead
47.5	Oxley	Bridge	Overhead and Side
49.2	Walnut Creek	Bridge	Overhead and Side
57.0	Osage	Bridge	Overhead and Sides
66.4	Asco	Beet loading chute	Sides
		SUISUN-FAIRFIELD AND SOUTH VALLEJO—SANTA ROSA—CALISTOGA	
37.3	Napa Jct.	Sheds over platforms on the two northerly spurs of Portland Cement Co.	Overhead and Side
46.2	Thomasson	E. B. & A L. Stone Co., rock crushing plant center track (spur)	Overhead and Side
62.1	Thoman	Fence, Sutter Home Winery	Side
53.7	El Verano	Water tank spout	Side
74.0	Santa Rosa	Water tank spout	Side
74.0	Santa Rosa	Cars standing on west end of back track at Santa Rosa will not clear man on side of car being switched on west end of siding.	
45.5	Napa	Water tank spout	Side
67.5	Bale	Water tank spout	Side
71.7	Calistoga	Water tank spout	Side
		ELMIRA—RUMSEY	
76.0	Winters	Fruit shed	Overhead and Side
76.0	Winters	Water tank spout	Side
110.5	Rumsey	Water tank spout	Side

Employes are warned that it is dangerous to ride on top or sides of cars at above mentioned points.

Employes must guard against coming in contact with overhead wires or their connections.

COMPANY SURGEONS—WESTERN DIVISION

LOCATION	NAME	TITLE
San Francisco	Dr. F. K. Ainsworth	Chief Surgeon.
San Francisco	Dr. W. B. Coffey	Assistant Chief Surgeon.
San Francisco	Dr. J. H. O'Connor	Division Surgeon.
San Francisco	Dr. C. A. Walker	District Surgeon.
San Francisco	Dr. G. R. Carson	District Surgeon.
San Francisco	Dr. Grant Selfridge	Aurist.
San Francisco	Dr. H. B. Graham	Aurist.
San Francisco	Dr. W. F. Blake	Oculist.
Oakland	Dr. O. D. Hamlin	Division Surgeon.
Oakland	Dr. F. H. Tebbe	Assistant Surgeon.
Oakland	Dr. Milton H. Shutes	Oculist and Aurist.
West Oakland	Dr. J. I. Vickerson	District Surgeon.
Oakland (Central)	D. E. H. Barbera	District Surgeon.
Oakland (North)	Dr. L. E. Kindall	District Surgeon.
Berkeley	Dr. A. M. McIntosh	District Surgeon.
Berkeley	Dr. J. R. Masterson	District Surgeon.
Richmond	Dr. H. L. Carpenter	District Surgeon.
Richmond	Dr. W. E. Cunningham	Assistant Surgeon.
Crockett	Dr. J. M. McCullough	District Surgeon.
South Vallejo	Dr. E. A. Peterson	District Surgeon.
Napa	Dr. H. R. Coleman	District Surgeon.
St. Helena	Dr. M. M. Booth	Emergency Surgeon.
Calistoga	Dr. W. L. Blodgett	District Surgeon.
Glen Ellen	Dr. L. H. Francis	Emergency Surgeon.
Sonoma	Dr. A. M. Thomson	Emergency Surgeon.
Santa Rosa	Dr. J. W. Jesse	District Surgeon.
Port Costa	Dr. P. B. Fry	District Surgeon.
Martinez	Dr. Edwin Merrithew	District Surgeon.
Concord	Dr. Geo. McKenzie	Emergency Surgeon.
Walnut Creek	Dr. C. R. Leach	Emergency Surgeon.
Danville	Dr. E. C. Love	Emergency Surgeon.
Pittsburg	Dr. H. E. Peters	Emergency Surgeon.
Antioch	Dr. W. S. George	District Surgeon.
Brentwood	Dr. Morris G. Robins	District Surgeon.
Byron	Dr. J. W. Hammond	District Surgeon.
Benicia	Dr. P. B. Fry	District Surgeon.
Suisun	Dr. S. J. Bransford	District Surgeon.
Vacaville	Dr. M. P. Stansbury	District Surgeon.
Winters	Dr. H. R. King	District Surgeon.
Esparto	Dr. F. P. McManus	Emergency Surgeon.
Dixon	Dr. F. Stolle	District Surgeon.
Davis	Dr. W. E. Bates	District Surgeon.
Davis	Dr. T. E. Cooper	Assistant Surgeon.
Sacramento	Dr. A. M. Henderson	Division Surgeon.
Sacramento	Dr. G. L. Stevenson	District Surgeon.
Sacramento	Dr. J. Roy Jones	Oculist and Aurist.
Alameda	Dr. M. W. Brown	District Surgeon.
Alameda	Dr. W. O. Smith	Assistant Surgeon.
East Oakland	Dr. C. P. Higgins	District Surgeon.
East Oakland	Dr. W. H. C. Hatteroth	District Surgeon.
Fruitvale	Dr. J. W. Scamell	District Surgeon.
Fruitvale	Dr. L. E. Lacey	Assistant Surgeon.
Fruitvale	Dr. O. T. Leftwich	Oculist and Aurist.
Elmhurst	Dr. Lee E. Smith	District Surgeon.
San Leandro	Dr. C. H. Miller	District Surgeon.
Hayward	Dr. F. W. Browning	District Surgeon.
Niles—Centerville	Dr. John M. Adams	District Surgeon.
Pleasanton	Dr. J. Hal Cope	District Surgeon.
Livermore	Dr. Paul Dolan	District Surgeon.
Irvington	Dr. E. M. Grimmer	Emergency Surgeon.
Milpitas	Dr. H. J. Smith	Emergency Surgeon.
Santa Clara	Dr. J. I. Beattie	District Surgeon.
San Jose	Dr. D. A. Beattie	District Surgeon.
San Jose	Dr. T. V. Moore	District Surgeon.
Tracy	Dr. Allan R. Powers	District Surgeon.
Tracy	Dr. J. A. Smither	Assistant Surgeon

NOTE.—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

LOCATION OF STRETCHERS.

WEST OAKLAND
EAST OAKLAND.
FRUITVALE.
ALAMEDA.
BERKELEY.
RICHMOND.
NILES.
PLEASANTON.
LIVERMORE.
SANTA CLARA.
SAN JOSE
PORT COSTA.
MARTINEZ.
ANTIOCH.
CONCORD
TRACY
SANTA ROSA.
CALISTOGA.
NAPA.
SOUTH VALLEJO.
BENICIA.
SUISUN-FAIRFIELD.
VACAVILLE.
WINTERS.
DIXON
DAVIS

HOSPITALS.

GENERAL HOSPITAL..........SAN FRANCISCO
SOUTHERN PACIFIC HOSPITAL..........SACRAMENTO
S. P. EMERGENCY HOSPITAL..........WEST OAKLAND

RATINGS OF LOCOMOTIVES—WESTERN DIVISION.

In M s of 1,000 pounds back of Tender.

Revised February, 1926

Nominal Class	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	Sacramento and Benicia	Oakland and San Jose via Niles Niles to Redwood	Tracy to Niles	Niles to Tracy	Suisun-Fairfield to Napa Jct.	Napa Jct. to Suisun-Fairfield Napa Jct. to Calistoga	Napa Jct. to Santa Rosa Calistoga to Napa Jct.	Oakland and Tracy via Antioch and Oakland and Santa Clara
E-2	E-69 18/24 61	1376, 1380, 1381	150	1920	1710	670	710	490	690	870	2200
E-6	E-69 18/24 68	1406, 1410	165	2140	1900	750	800	550	780	970	2450
E-3	E-69 18/24 60	1413	150	1940	1720	680	720	500	700	880	2220
E-23	E-73 20/24 92	1433 to 1458	190	2890	2570	1010	1080	750	1050	1310	3310
E-23	E-73 20/24 101-S										
E-24	E-69 18/26 73	1459 to 1463	165	2270	2020	800	850	610	850	1030	2600
E-25	E-63 18/26 72	1473	160	2380	2120	840	890	660	910	1080	2720
E-25	E-69 18/26 72	1470, 1472, 1477, 1478	160	2190	1950	770	820	580	810	990	2510
M-4	M-63 20/28 126	1615 to 1719	190	3770	3370	1380	1460	1100	1500	1760	4300
M-4	M-63 20/28 135-S										
M-8	M-63 21/28 159-S	1720 to 1724, 1770 to 1779	200	4600	4110	1680	1780	1340	1770	2140	5250
M-6	M-63 21/28 150-S	1725 to 1769, 1780 to 1803									
M-6	M-63 21/28 153-S	1823 to 1825									
M-9	M-63 21/28 150-S	1804 to 1822	210	4850	4330	1780	1890	1430	1820	2270	5540
M-9	M-63 21/28 156-S	1826, 1827									
T-14	T-57 18/24 73	2098	150	2300	2050	840	890	660	890	1070	2630
T-11	T-63 18/24 86	2127, 2129	160	2230	1990	790	840	600	830	1010	2560
T-10	T-57 18/24 86	2137 to 2152	160	2430	2160	860	910	670	930	1110	2780
T-9	T-57 18/24 83	2158 to 2165, 2167, 2171, 2173									
T-9	T-57 18/24 96	2155, 2175, 2180	170	2590	2310	920	980	710	990	1180	2970
T-3	T-69 20/26 113	2212 to 2220	180	3070	2740	1080	1150	820	1150	1400	3520
T-2	T-63 19/24 105	2221 to 2234	160	2480	2210	870	920	650	920	1120	2840
T-1	T-63 20/26 112	2235 to 2273	180	3360	3000	1220	1290	960	1310	1560	3840
T-25	T-69 20/28 134	2274 to 2281	200	3690	3290	1310	1390	1010	1400	1680	4220
T-26	T-69 21/28 152-S	2283 to 2300	200	4240	3780	1530	1620	1180	1630	1960	4840
T-23	T-63 21/28 148-S	2301 to 2308, 2310	210	4850	4330	1780	1880	1420	1930	2260	5530
T-23	T-63 21/28 144	2301 to 2308, 2310	200	4380	3920	1600	1690	1270	1740	2030	5010
T-28	T-63 22/28 162-S	2311 to 2352	210	5300	4740	1950	2060	1560	2120	2480	6050
T-32	T-69 23/28 174-S	2371 to 2384	210	5410	4830	1990	2100	1550	2110	2520	6170
P-1, 3	P-77 22/28 141-S	2400 to 2437	210	4370	3900	1560	1650	1190	1650	2000	5000
P-3	P-77 22/28 150-S	2459, 2460									
P-5	P-77 22/28 141-S	2438 to 2452	200	4140	3690	1470	1560	1120	1560	1890	4750
C-9, 10	C-57 22/30 200-SF	2513 to 2599, 2752 to 2836, 2839 to 2857	210	5860	5240	2160	2280	1760	2380	2740	6680
C-9, 10	C-57 22/30 194-S										
C-8	C-57 22/30 192-S	2698 to 2751									
C-5	C-57 22/30 187-S	2624 to 2679									
C-5	C-57 22/30 185-S	2680 to 2693									
C-9	C-57 22/30 187	2513 to 2599, 2752 to 2830	200	5210	4650	1910	2020	1540	2100	2420	5950
C-5	C-57 22/30 180	2624 to 2679									
C-5	C-57 22/30 178	2680 to 2693									
C-4	C-57 22/34 183-S	2612 to 2623	190	5500	4910	2000	2120	1640	2220	2510	6270
C-2	C-57 22/34 180-S	2600 to 2611									
C-4	C-57 22/34 176	2612 to 2623	185	5030	4500	1820	1930	1490	2030	2310	5750
C-2	C-57 22/34 172	2600 to 2611									
TW-3	TW 50 20/26 120	2932 to 2945	170	3710	3320	1360	1440	1100	1500	1730	4240
TW-2	TW 50 20/26 118	2946 to 2953									
A-3	A-81 20/28 112-S	3025 to 3040, 3042 to 3071	210	3470	3090	1220	1290	890	1260	1570	3980
A-3	A-81 20/28 116-SF										
A-3	A-81 20/28 116-B, 59-S	3025 to 3040, 3042 to 3071	210	3800	3700	1340	1480	1150	1570	1800	3980
A-3	A-73 20/28 111-S	3041	210	3790	3380	1340	1430	1020	1430	1730	4350
A-3	A-81 20/28 105	3025 to 3040, 3042 to 3071	200	3150	2800	1080	1150	790	1120	1410	3620
MK-5,6	MK63 26/28 210-S	3241 to 3277	200	7090	6330	2620	2770	2100	2850	3320	8000
MM-2	MM63 $\frac{25-38}{28}$ 320	4200 to 4211	200	8000	7800	3200	3400				8000
MM-2	MM63 $\frac{25-38}{28}$ 320-SF	4200 to 4211									
Allowance for Empty and Underloaded Cars—Ms.		Less than 40 Ms.		6	6	3	3	3	3	3	6
		40 to 50 Ms.		3	3	0	0	0	0	0	3
		More than 50 Ms.		0	0	0	0	0	0	0	0

These ratings include the total weight of train, exclusive of engine and tender, which the different class of locomotives will haul in each direction between the stations shown.

CLASS "C"—Consolidation engine "M"—Moguls "Mk"—Mikado "E"—Eight-wheelers
"T"—Ten-wheelers "TW"—Twelve-wheelers "P"—Pacific Type
"MM"—Mallet Mogul

Example.—Consolidation engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on Drivers: C-57 $\frac{22}{30}$ 187

WEIGHT OF PASSENGER TRAIN CARS.

KIND OF CAR	AVERAGE WEIGHTS, POUNDS			
	Wood	Steel	C. M. St. P.	Steel Underframe
Baggage	75,800	96,200	125,000	
Baggage (Dynamo)		101,400		
Baggage and Mail 60 ft.		97,800		86,100
Baggage and Mail 69 ft.	78,800	124,900		
Baggage and Passenger	66,800			
Club		135,300		121,400
Club (Dynamo)		145,700		
Business	114,200	178,500	141,000	141,600
Chair	84,300	99,200		
Coaches	75,300	101,200	133,000	
Dining	130,600	150,400		143,400
Observation	121,700	144,000		128,100
Postal 40 ft.		71,800		
Postal 60 ft.		113,800		
Pullman Observation	124,000	148,000		142,000
Pullman Parlor	115,000	149,000		142,000
Pullman Standard Sleeper	125,000	152,000		145,000
Pullman Standand Sleeper Cape and Fort Series		156,000		
Pullman Tourist	94,000		141,000	133,000
Tea and Silk	48,000			
Express, Horse	96,200			
Ex. Refr. (G. N. R. R.)	70,000			
" " (N. P. R. R.)	60,000			74,000
" " (A. R. E) 40 to 154				78,000
" " " 155 to 224				89,000
" " " 500 to 506				110 000
" " " 1101 to 1175				85,000
" " P.F.E. x500 to 799				83,000

MILEAGE.

MAIN LINES.

Oakland Pier to Tracy via Niles	C. P. Ry	66.90	
Elmhurst to Santa Clara	S. P. C. Ry	31.46	
Niles to San Jose	C. P. Ry	17.26	
Redwood Jct. to Niles Jct	C. P. Ry	16.24	
West Oakland to Sacramento, via Benicia	S. P. R. R.	83.44	
Port Costa to Tracy	S. P. R. R.	49.53	
Total Main Line			264.84

BRANCHES.

Alvarado	C. P. Ry.	Halvern to Alvarado		2.63	
Napa	S. P. R. R.	Suisun-Fairfield to South Vallejo	20.07		
		Napa Jct. to Calistoga	34.52	54.59	
Richmond Spur	S. P. R. R.	San Pablo to Richmond Transfer		2.06	
Rumsey	S. P. R. R.	Elmira to Rumsey		51 22	
San Ramon	S. P. R. R.	Avon to Radum		29.85	
Santa Rosa	S. P. R. R.	Napa Jct. to Santa Rosa		37.24	
Stonehurst	C. P. Ry.	Elmhurst to Stonehurst		.75	
Wingo-Union	S. P. R. R.	Union to Buchli	8.62		
		Ramal to Wingo	2.08	10.70	
Total Branches					189.04
Total Western Division					453.88

RULING GRADES

DISTRICT	Per Cent Grade	Degree Maximum Curve	Per Cent Equivalent Grade
Oakland to Port Costa	.12	6.0	.36%
Port Costa to Tracy	.24	5.0	.44%
Oakland to Niles	.75	.3	.76%
Niles to San Jose	.63	3.0	.73%
Niles to Tracy	1.0	8.6	1.43%
Redwood Jct. to Niles	.31	9.3	.78%
Elmhurst to Santa Clara	.43	5.0	.63%
Benicia to Sacramento	.41	.0	.41%
Port Costa to Oakland	.2	6.0	.44%
Tracy to Port Costa	.15	5.0	.35%
Niles to Oakland	.53	.5	.55%
San Jose to Niles	1.04	.0	1.04%
Tracy to Niles	1.0	8.5	1.42%
Niles to Redwood Jct.	.0	10.0	.50%
Santa Clara to Elmhurst	.4	3.0	.50%
Sacramento to Benicia	.64	2.5	.73%

TRAINMASTERS

G. D. WRIGHT .... Suisun-Fairfield
H. L. KENT .... Oakland
F. E. YOAKUM .... Oakland

D. BLAKE, Chief Dispatcher .... Oakland Pier
C. C. DAVISON, Asst. Chief Dispatcher .. Oakland Pier
T. R. GRIMSHAW, Asst. Chief Dispatcher, Oakland Pier

ROAD FOREMAN OF ENGINES

W. R. PARKER

DIVISION EXAMINER AND SUPERVISOR OF TOWERMEN AND CROSSING WATCHMEN

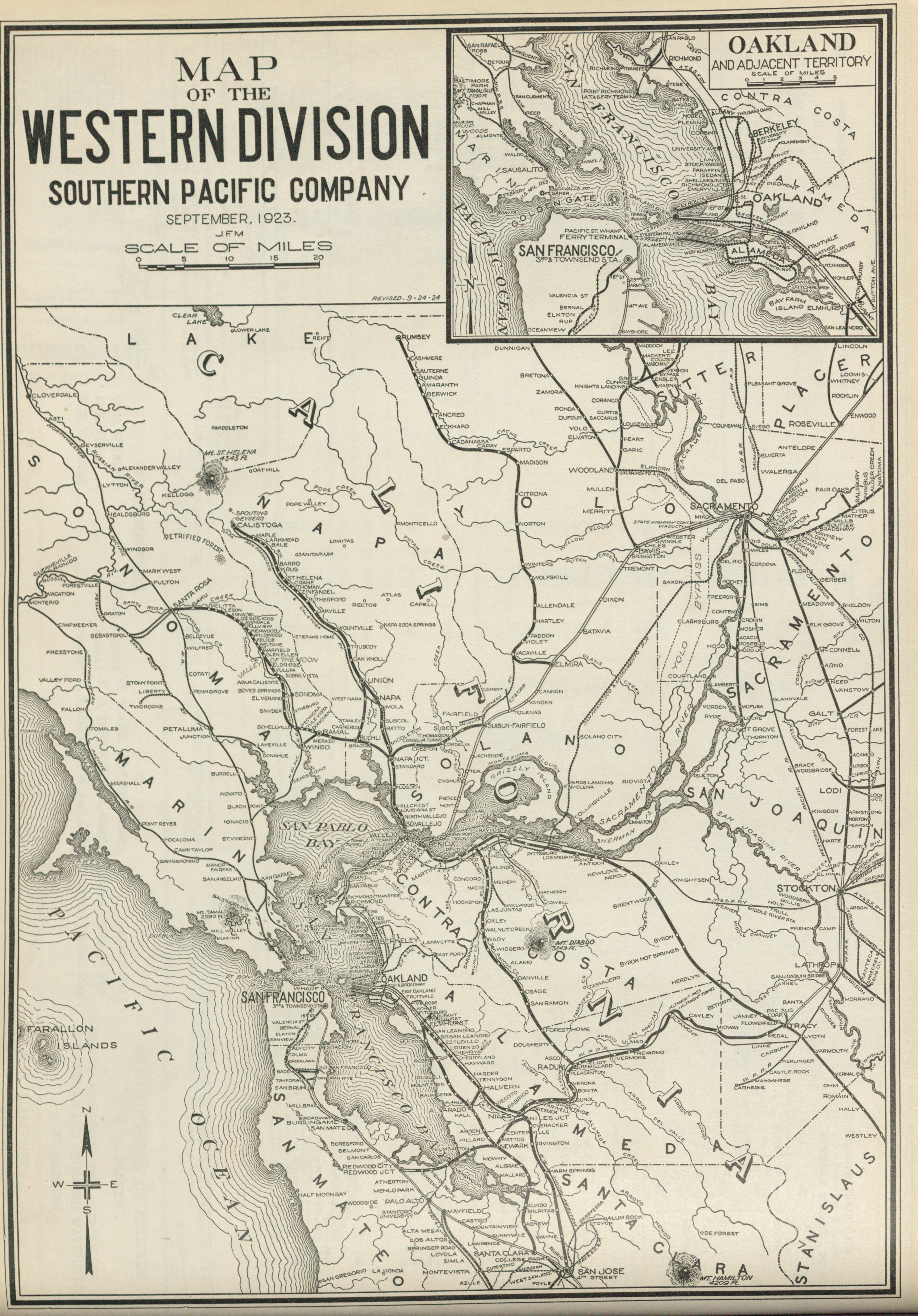
C. W. PERKINS

B. A. CAMPBELL,
Assistant Superintendent.

MAP
OF THE
WESTERN DIVISION
SOUTHERN PACIFIC COMPANY

SEPTEMBER, 1923.

J.F.M


SCALE OF MILES
0
5
10
15
20
REVISED, 9-24-24
OAKLAND
AND ADJACENT TERRITORY
SCALE OF MILES
SAN RAFAEL
ROSS
SANQUENTIN
SAN PABLO
RICHMOND
RICHMOND TRANSFER
POINT RICHMOND
A.T.&S.F.RY. TERMINAL
BALTIMORE PARK
MT. TAMALPAIS 2590 Ft.
CHAPMAN
MILL VALLEY
SAN CLEMENTE
STEGE
BATES
VIGORIT
ALBANY
THOUSAND OAKS
BERKELEY
UNIVERSITY OF CALIF
CLAREMONT
CONTRA COSTA
MUIR INN
MUIR WOODS
ALMONTE
REED
TIBURON
BELVEDERE
ANGEL I.
CORBIN
UNIVERSITY AVE
LIVNY
STOCK YARDS
PARAFFIN
SEDAN
SHELLMOUND
RICHMOND JCT
EMERYVILLE
SAUSALITO
FORT BAKER
GOLDEN GATE
ALCATRAZ
YERBA BUENA
OAKLAND PIER
OAKLAND
16th ST
ALAMEDA
PACIFIC STE. WHARF
FERRY TERMINAL
WESTERN PAC. PIER
ALAMEDA MOLE
E. OAKLAND
FRUITVALE
MELROSE
SAN FRANCISCO
3rd & TOWNSEND STA.
PACIFIC OCEAN
SAN FRANCISCO BAY
WEST ALAMEDA
HUTCHINSON
KOHLER
BAY FARM ISLAND
ELMHURST
DURANT
SAN LEANDRO
VALENCIA ST
BERNAL
ELKTON
RUP
OCEANVIEW
BAYSHORE
DUTTON AVE.
N
CLEAR LAKE
LOWER LAKE
LAKE
REIFF
RUMSEY
CASHMERE
SAUTERNE
GUINDA
AMARANTH
BERWICK
TANCRED
ECKHARD
CADANASSA
CAPAY
ESPARTO
MADISON
CITRONA
NORTON
DUNNIGAN
BRETONA
ZAMORA
KNIGHTS LANDING
RONDA
DUFOUR
YOLO
ELVATON
WOODLAND
MULLEN
MERRITT
DAVIS
WINTERS
WOLFSKILL
ALLENDALE
HARTLEY
PADDON
VIOLET
VACAVILLE
ELMIRA
DIXON
BATAVIA
TREMONT
SUTTER
PLACER
LINCOLN
LOOMIS
WHITNEY
ROCKLIN
PENWOOD
ROSEVILLE
ANTELOPE
WALERGA
DEL PASO
FAIR OAKS
SACRAMENTO
CITRUS
MILLS
BRADSHAW
FLORIN
GERBER
MEADOWS
SHELDON
ELK GROVE
WILTON
McCONNELL
ARNO
NEED
VANSTOW
GALT
FOREST LAKE
ACAMPO
LODI
KINGDON
ARMSTRONG
NORTON
PEARSON
CASTLE RIV.
STOCKTON
LARSON
FRENCH CAMP
LATHROP
SAN JOAQUIN
CLOVERDALE
ASTI
GEYSERVILLE
ALEXANDER VALLEY
LYTTON
HEALDSBURG
MIDDLETON
Mt. ST. HELENA 4343 Ft.
OATHILL
KELLOGG
CALISTOGA
SPOUTING GEYSERS
PETRIFIED FOREST
WINDSOR
MARK WEST
FULTON
SANTA ROSA
GUERNEVILLE
RIONIDO
FORESTVILLE
VACATION
MONTERIO
CAMP MEEKER
SEBASTOPOL
GRATON
FREESTONE
VALLEY FORD
BELLEVUE
WILFRED
COTATI
PENNGROVE
STONY POINT
LIBERTY
TWO ROCKS
FALLON
TOMALES
PETALUMA
JUNCTION
LAKEVILLE
DONAHUE
MARSHALL
BURDELL
NOVATO
BLACK POINT
IGNACIO
POINT REYES
TOCALOMA
CAMP TAYLOR
ST. VINCENT
SAN GERONIMO
MANOR
FAIRFAX
SAN ANSELMO
SAN RAFAEL
PT. REYES
DUXBURY
MT. TAMALPAIS 2590 Ft.
MILL VALLEY
MUIR INN
SAUSALITO
POPE VALLEY
NAPA
MAPLE
LARKMEAD
BALE
SANITARIUM
LOMITAS
BARRO
KRUG
ST. HELENA
ZINFANDEL
RUTHERFORD
OAKVILLE
RECTOR
ATLAS
CAPELL
YOUNTVILLE
NAPA SODA SPRINGS
VETERANS HOME
TRUBODY
OAK KNOLL
UNION
MONTICELLO
POPE CREEK
PUTAH CREEK
CACHE CREEK
GLEN ELLEN
VALLEY OF THE MOON
ELDRIDGE
SOBRE VISTA
AGUA CALIENTE
BOYES SPRINGS
SONOMA
EL VERANO
WEST NAPA
SNYDER
SCHELLVILLE
RAMAL
WINGO
NAPA
IMOLA
STANLEY
CARNEROS
SUSCOL
RATTO
NAPA JCT.
STANDARD
FAIRFIELD
SUISUN-FAIRFIELD
CEMENT
CANNON
VANDEN
TOLENAS
SOLANO
SOLANO CITY
CORDELIA
CRESTON
CYGNUS
FLOSDEN
HILLCREST
SO. VALLEJO
VALLEJO
BENICIA
SAN PABLO BAY
GRIZZLY ISLAND
MONTEZUMA SLOUGH
BIRDS LANDING
MOLENA
RIO VISTA
COLLINSVILLE
EMMATON
SHERMAN IS.
SACRAMENTO RIVER
SAN JOAQUIN RIVER
ISLETON
WALNUT GROVE
THORNTON
RYDE
VORDEN
COURTLAND
HOOD
CLARKSBURG
FREEPORT
YOLO BYPASS
SAXON
POCKET
CORDOVA
PITTSBURG
LOS MEDANOS
ANTIOCH
OAKLEY
KNIGHTSEN
NEWLOVE
NEROLY
BRENTWOOD
BYRON
BYRON HOT SPRINGS
HERDLYN
BETHANY
CAYLEY
ALTAMONT
MIDWAY
BANTA
TRACY
LYTHG
MEDAL
CARBONA
LINNE
KERLINGER
CASTLE ROCK
MANGANESE
CARNEGIE
VERNALIS
OHM
ROMAIN
WESTLEY
STANISLAUS
YARMOUTH
MORRANO
MARTINEZ
CONCORD
PORT COSTA
CONTRA COSTA
WALNUT CREEK
LAS JUNTAS
MT. DIABLO 3849 Ft.
DANVILLE
ALAMO
SAN RAMON
OSAGE
DOUGHERTY
LAFAYETTE
BERKELEY
OAKLAND
EMERYVILLE
SAN FRANCISCO
3rd & TOWNSEND STA.
FARALLON ISLANDS
PACIFIC OCEAN
SAN LEANDRO
ELMHURST
HAYWARD
HARDER
TENNYSON
HALVERN
DECOTO
ALVARADO
NILES
NILES JCT
CENTERVILLE
NEWARK
IRVINGTON
MOWRY
WARM SPRINGS
LIVERMORE
PLEASANTON
SUNOL
RADUM
ASCO
VERONA
BONITA
ALAMEDA
SAN BRUNO
MILLBRAE
BURLINGAME
SAN MATEO
BELMONT
SAN CARLOS
REDWOOD CITY
REDWOOD JCT
ATHERTON
MENLO PARK
HALF MOON BAY
WOODSIDE
PALO ALTO
STANFORD UNIVERSITY
MAYFIELD
CASTRO
MOUNTAIN VIEW
SUNNYVALE
ALTA MESA
LOS ALTOS
SPRINGER ROAD
LOYOLA
SIMLA
MONTEVISTA
SAN GREGORIO
LA HONDA
LAWRENCE
SANTA CLARA
CUPERTINO
WEST SAN JOSE
SAN JOSE
4th STREET
ALVISO
MILPITAS
AGNEW
BERRYESSA
ALUM ROCK
DE FOREST
MT. HAMILTON 4209 Ft.
SANTA CLARA
SAN MATEO
SONOMA
MARIN
NAPA
CALIFORNIA
N
S
E
W